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# The Hongkong Telegraph

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SATURDAY, AUGUST 10, 1929.

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### BRITAIN'S STAND AT THE HAGUE.

### FEARS OF BREAKDOWN ENTERTAINED.

### MR. SNOWDEN'S RETORT TO M. BRIAND.

### RUMOURS IN LONDON.

London, Aug. 9.  
There has been talk of Mr. Ramsay MacDonald making a dramatic appearance at the Hague Conference in the hope of settling the difficulties occasioned by Britain's determined resistance to the adoption of the Young Plan in its present form.

An interview secured with the Premier's Secretary at Lonsdale, however, revealed that this is most unlikely. He said that Mr. MacDonald had received no information of the conference, and he was, therefore, unable to comment on Mr. Snowden's declaration. *Reuter.*

### Rhineland Problem.

The Hague, Aug. 9.  
After a lengthy discussion, the Political Commission of the Conference decided to submit to a committee of jurists, the question of establishing a Committee of Verification and Conciliation in the Rhineland area, which France and Belgium are anxious to install.

Mr. Arthur Henderson, who stressed that Britain's desire is to get out of the Rhineland completely at the earliest possible moment, saying that he felt the presence of foreign troops on German soil was out of spirit with the times, explained that Britain disliked also this idea of a Committee, but if it was necessary, he felt it should come from the League of Nations and be strictly conciliatory.

### French Disclaimers.

Dr. Stresemann pointed out that diplomatic channels and the Locarno Treaty were sufficient to settle any disputes that might arise.

M. Briand disclaimed any intention of creating a military body of control. His committee would be designed to help and not to hinder Franco-German relations.

Herr Wirth, the German Minister for the Occupied Territories, said that any German Government that went beyond the Locarno Treaty and the Council of the League of Nations, would be thrown out of office. *Reuter.*

M. Briand and Mr. Snowden.

In a statement to French journalists this evening, M. Briand said he believed that although the situation was serious, there must be a remedy somewhere. He emphasized that five of the six Powers were in favour of the Young Plan and he did not think that a single Power would assume the responsibility of dissipating all the hopes engendered by the Conference. Certainly France would not.

### No Compromise.

London, Aug. 9.  
Mr. Philip Snowden began his speech at the Hague before the Financial Commission yesterday by saying he hoped it would not be regarded as offensive if he said that none of his arguments had been answered and none of his figures challenged.

He stressed Britain's unparalleled war sacrifices, and concluded, "We cannot compromise on this matter. The House of Commons will never ratify the Young Plan in its present form." *Reuter.*

### French Press Angry.

Paris, Aug. 9.  
The French press to-day is very angry with Mr. Snowden.

Le Journal says, "The third day has ended with nothing less than a threat by Mr. Snowden to revise the international double agreement, which is tantamount to blackmail."

(Continued on Page 8.)

### POLICE SERGEANT IN DOCK.

### EUROPEAN OFFICER CHARGED AT KOWLOON.

### RECEIPT OF BRIBES?

Alleged to have received bribes from boatpeople to the amount of \$27, a European Police Sergeant, John Charles Wootton, of No. 9 Police Launch, appeared before Mr. T. S. Whyte Smith, at the Kowloon Magistracy this morning, and was formally remanded for one week on the application of Mr. D. Burlingham, A.S.P.

There are five charges against the defendant, four being as to bribery and the fifth as to misconducting himself as a police officer.

Mr. Burlingham, in asking for a week's formal remand, suggested that bail in \$1,000 should be granted. He had to consult the Crown's legal advisers before going further with the matter, and there was a possibility that other charges would be added.

Mr. Whyte Smith granted the remand.

Mr. Burlingham then consulted with the defendant, after which he (Mr. Burlingham) told the Magistrate that Sgt. Wootton did not have \$1,000 on him but he had \$1,000 in the bank on fixed deposit. He asked permission for Sgt. Wootton to be allowed to go to the bank under escort to see about that money.

The request was granted.

### EXTRALITY ISSUE DECIDED.

### NO HOPE FOR IMMEDIATE ABOLITION.

### POWERS' ATTITUDE.

Washington, Aug. 9.

Mr. Cotton, the acting Secretary of State, has announced that the reply of the United States Government to the recent Chinese Note requesting the abolition of extraterritorial rights has been sent to the Nationalist Government, but that it will not be published until given out in Nanking.

It is believed that the Note offers little hope to China for any immediate abolition of extra-territorial privileges.

It is also understood that the Notes from other Powers have similarly rejected the Chinese overtures. *Reuter's American Service.*

### Duchess of Bedford TRIUMPHS.

London, Aug. 9.

The great British monoplane, "The Spider," piloted by Captain C. D. Barnard, and having the Duchess of Bedford on board, arrived at Croydon at 5.30 o'clock this afternoon, having made the return trip from India in three and a half days.

The whole flight to India and back took 7 1/2 days, including a twelve hours' rest in Karachi before the return journey was commenced.

The fliers have beaten all records for the double journey, and set a new record for the return trip. They have averaged over a thousand miles a day. *Reuter.*

### ATLANTIC AGAIN CROSSED.

Washington, Aug. 9.

The "Graf Zeppelin" has sent a wireless message to the Navy Department that she is over the Selly Isles, off the coast of Cornwall. She left Lakehurst at 12.39 a.m. on Thursday on her world trip. *Reuter's American Service.*

### "GRAF ZEPPELIN" OFF THE CORNISH COAST.

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(Continued on Page 8.)

### BRITISH FOREIGN POLICIES.

### EXTENSIVE REVIEW BY MR. DALTON.

### MAKING INTERNATIONAL PEACE SECURE.

### GREAT PROGRAMME.

London, Aug. 9.

A comprehensive review of the Labour Government's foreign policy was made by Mr. Hugh Dalton, the Under-Secretary for Foreign Affairs, speaking at a meeting of the Independent Labour Party at Welwyn.

In the sphere of foreign relations, said Mr. Dalton, the Government was pushing forward vigorously on a wide front, and he believed that they had the vast majority of electors behind them in the steps they were taking to make international co-operation a reality and international peace secure.

### Egypt Treaty.

In regard to Egypt, Mr. Dalton said that Mr. Henderson, the Foreign Secretary, had made a friendly offer to the Egyptian people of real internal independence with the prospect of full membership, on equal terms with the rest of the world, of the League of Nations. He had made the offer on the condition that Parliamentary Government in Egypt should be restored. There was, moreover, to be no change in the existing electoral law.

His Majesty's Government had no preference for one Egyptian party over another, nor did they intend to interfere in the internal politics of Egypt. They had made their offer in advance to the chosen representatives of the Egyptian people. This was the chance to make an enduring settlement which if let slip might never return.

### Suez Canal Safe.

The defence of the Suez Canal would be no worse secured, indeed, it would be better secured if our troops and aeroplanes were concentrated in the Canal Zone rather than scattered all over Egypt. It would be better secured still if, in the presence of adequate armed forces, Anglo-Egyptian relations were to be inspired by a new and a firmer friendship.

### Optional Clause.

The Government, he went on, were pressing forward with the establishment of more effective machinery than now is used for the peaceful settlement of all international disputes, whatever their character. As regards a justifiable dispute, they hoped the Prime Minister would be able himself to sign the Optional Clause at the forthcoming Assembly of the League of Nations. Non-justifiable disputes would fall to be dealt with by some such procedure as that suggested in the General Act, to the principle of which the Labour Party was firmly committed, and details of which they were now examining. They were determined to close every gap in the international structure through which war might again invade their habitations.

### Russian Relations.

He hoped, when Parliament reassembled in the Autumn, that the Government would be able to secure authority for the resumption of full diplomatic relations with Russia. They were now awaiting a further communication from Moscow. If the Russians were prepared to discuss the procedure for the settlement of outstanding questions and to indicate a desire to settle such questions in a spirit of common sense and goodwill, the Government would be prepared to do their part.

The Government had already lifted the embargo on export credits for the Russian trade.

Mr. Ramsay MacDonald, and Mr. Dalton, was taking special charge of the Anglo-American disarmament discussions which had made good progress. This country had already reduced its naval programme and the Americans had made a reciprocal gesture which was warmly welcomed.

(Continued on Page 8.)

### BRAVE CATHOLIC SISTER.

### SACRIFICES LIFE FOR THE BLESSED SACRAMENT.

### CHILDREN RESCUED.

London, Aug. 9.

In a desperate effort to save the Blessed Sacrament from the flames, Sister Celestine, Acting Reverend Mother of St. Patrick's Convent, Hayling Island, near Portsmouth was burned to death in a fire at the Convent.

A few minutes before she was trapped by the flames, Sister Celestine aided six other nuns to rescue 58 children from the blazing building.

All the children, whose ages range from six to fourteen, were from the poorer parts of London. Sister Celestine had devoted her life to caring for poor children.

When all the children were safely out, she returned through the flames to save the Sacrament. Overcome by fumes and badly burned, she collapsed at the chapel door. There the firemen found her dead. Her sacrifice was in vain.

The flames did not reach the chapel. *British Wireless.*

### ALARMING AFFAIR AT KIUKIANG.

Chief of Staff Murdered by Drowning.

### MILITARY DISTURBANCE.

Kiukiang, Aug. 9.  
An alarming incident occurred here to-day as the result of a disturbance among the military forces quartered in the Kiukiang District.

As far as is known, a number of shops were looted, and the Chief of Staff was drowned. The circumstances surrounding his death are at present unknown, but he was undoubtedly murdered. Four soldiers are among the dead.

The trouble did not occur in the vicinity of the former British Concession. *British Wireless.*

### MINISTER'S VISIT TO CANADA.

A MISSION TO BENEFIT THE EMPIRE.

London, Aug. 9.

Mr. J. H. Thomas, Minister-in-Charge of the Unemployment problem, left London to-day for Canada.

Mr. Thomas's main objects are to improve trade relations between the Home Country and Canada and to investigate the question of emigration. He hopes to secure more markets for British goods to alleviate unemployment in this country.

From Quebec, he will go to Ottawa, where conferences have been arranged with the Canadian Prime Minister and other Ministers.

Mr. Thomas said, in an interview: "I am leaving with the good wishes, I know, of all my fellow-countrymen on a mission which I hope will benefit the Empire as a whole. There is no aspect of our economic relations that I will not be prepared to discuss." *British Wireless.*

### SUBMARINE DISASTER COURT-MARTIAL.

COMMANDER OF THE L.12  
ACQUITTED.

London, Aug. 9.

Another court-martial arising from the loss of H. M. Submarine H.47 in the Irish Channel last month came to an end to-day at Portsmouth.

The "prisoner" was Lieut. Commander H. P. Oram, the commander of the submarine L.12 which collided with H.47. He was charged with by negligence or by default suffering the L.12 to be hazarded in collision with H.47.

He was acquitted. *Reuter.*

### BATSMEN HAVE A BAD TIME.

### LOW SCORING COUNTY MATCHES.

### SENSATIONAL FINISH TO ESSEX GAME.

### NOTTS LOSE POINTS.

London, Aug. 9.

Heavy grounds as the result of further rains, which have interrupted cricket considerably, have placed the batsman almost at the mercy of the bowler in the past three days, and high scores have been the exception rather than the rule.

Some brilliant bowling performances have been recorded, notably Freeman's 14 wickets for 131 runs against Notts, the leading county in the championship table.

Gloucester defeated Glamorgan by an innings, Hammond getting a splendid century, his first for some little time, while Essex pulled their match out of the mire magnificently, winning by two runs in a most exciting finish.

The principal individual performances were:

Batting.  
H. G. Owen-Smith (S. Africa) ... 126  
Hammond (Gloucester) ... 118  
Croom (Warwick) ... 109  
Cook (Sussex) ... 102

Bowling.  
Freeman (Kent) ... 8 for 57  
and ... 6 for 74  
Parker (Gloucester) ... 7 for 61  
C. C. White (Somerset) ... 6 for 31  
Slater (Derby) ... 6 for 54  
Barratt (Notts) ... 6 for 23  
Hipkin (Essex) ... 6 for 25  
and ... 4 for 27  
V. W. C. Jupp (Northants) ... 5 for 31  
O'Connor (Essex) ... 5 for 24  
R. W. V. Robins (Middlesex) ... 5 for 44  
L. A. B. Pocher (Middlesex) ... 5 for 45  
Tate (Sussex) ... 4 for 26  
and ... 4 for 26

### HAMMOND'S HUNDRED.

Gloucester Return to Winning Form.

Gloucester defeated Glamorgan by an innings and 26 runs, at Bristol, where Hammond delighted the crowd with one of his best centuries.

Gloucester made 146 (Godard, 5 for 66) on batting first, to which Gloucester replied with 315, Hammond putting together 119 before capitulating. Parker won in great form when the Welshmen batted again, and he took 7 wickets for 69 runs, the last wicket falling at 143.

### DERBY RECOVERY.

Won by Narrow Margin.

Derby were heavily in arrears on the first innings, but defeated Northants by 42 runs at Northampton.

Batting first, Derby collapsed being sent back for 90 runs. V.W.C. Jupp took 5 wickets for 31. Northants replied with 169, in spite of excellent Derby bowling (Slater took 6 for 64), and Derby went in a second time with a big task ahead. They responded gallantly, however, and made 280, leaving the home county with 202 runs for success.

They were dismissed for 169, Townsend taking 5 for 59.

### VICTORY BY TWO RUNS.

Sensational Finish at Weston.

Essex beat Somerset by two runs in a sensational finish. The home county appeared to have the match in hand, but O'Connor and Hipkin brought about a sensational collapse and dismissed the side for 75 when they needed 78 to win.

Essex batting first made 105, (J. C. White, 6 for 31), Somerset replying with 132, Hipkin taking 5 wickets for 25 runs.

Essex were dismissed for 103 on batting again, and the result did not appear in doubt. Somerset collapsed as stated, however. O'Connor had 5 wickets for 34 runs and Hipkin took 4 for 27 runs.

### FREEMAN'S BEST.

Puzzles Notts Batsmen Completely.

Kent defeated Notts on the first innings at Canterbury. It was Freeman's match. He took fourteen Notts wickets in the course of the game for 131 runs.

(Continued on Page 14.)

## Bulls and Innors

From the Office Butts.

A consignment of watches was recently sent from Geneva to London by air. Tempus fugit!

A professor says there's nothing more delightful than a problem in Euclid. Knotty but nice!

According to a magazine writer, men who travel extensively seldom marry. A rolling stone gathers no boss.

"Historians"—Yes, the deporation of offending aliens in a very ancient custom. A sort of ex-tradition, in fact.

It's an entirely different matter when the roll is called in Broker's Alley.

The judges at Houston, Tex., have decided that Miss Elsie Goldardetter of Austria is the prettiest girl in the world. But we haven't seen the advertisement—yet and don't know what kind of tobacco she chews.

A Hongkong man home on leave says he doesn't like the new British stamps. All the same, he'll have to stick them.

H. G. Wells says mankind must be freed of illusions before war will end. But there will always be people who will bet at the races.

Mao Whiter, he says never mind your English as long as your Scotch is all right.

The professors tell us that every musical composition has a motive. Sometimes, judging from some of the tunes you hear over the radio, it must be revenge.

Has anybody recommended for the Bellini medal the Kowloon lady who recently made the courageous innovation of giving a party without liquor?

[It is reported that a well-known local resident who, several months ago, wagged that 40 inches of rain would fall between January 1st, and August 31st, has had a busy but profitable week collecting his winnings.]

Here's the tale of a man who made a bet.

Back in the days when the weather wasn't wet.

When everyone said there'd be a drought.

He smiled and replied, "I have my doubt;

"But just to show I am really sporty,

I'll take even odds that the fall will be forty."

So one poor fellow, who thought it a snip,

Produced his dollars, then gave a pat the tip.

This one, too, came along with his money,

Doubtless thinking 'twas all very funny.

Bye and bye came some more weather prophets,

Each and all sure of future profits.

But then came the rains, washing hopes away—

Now, far from winning, they all have to pay.

They're still good friends, and so will remain—

At least, till someone mentions RAIN!

The Week's Smile:—As genial as an insurance agent.

Some of these runabouts certainly live up to their name. They run about a couple miles and then stop.

What about sending up a few aeroplanes to drop some umbrellas on the clouds and stop all this rain?

There's no truth in the rumour that the Government intends appointing a special Emergency Committee to deal with the expected floods in the near future.

According to the China Mail, when the Official Receiver asked Mr. Brewer if it had not been the intention of the Institute Bank to "act as a highly respectable family solicitor," Mr. Brewer replied:—"Yes, in local parentheses." Sounds as if somebody was in a state of inverted coma!

A Manila message says Britain and America are negotiating on the ownership of Turtle Islands. Our own view is that they should be snapped up.

Getting lit up isn't the way to show you're an enlightened man.

At the races some doctors charge, they're born skin specialists.

There has been a good deal of argument this week about the difference between assets represented in bullion and in stone.

Near London the other day they found a Roman skull two inches thick in places. There surely was no difficulty in identifying it as that of a senator.

A well-read person is one who can tell you who's the leading figure right now in Russia.

It has now been established that the bagpipes originated in Persia. Now we can understand why poor old Omar took a flask of wine and sat beneath a shady tree.

Warm Weather Hint:—To ensure coolness in the house, bring friends home to dinner unexpectedly.

In Hongkong, some office girls' ideas of filing systems are confined to manicuring.

"New Golf Ball Lies Better Than the Old One," says a Manila newspaper heading. The same's true of some of the players, too.

We read that a cable can go round the world in a few seconds. But, of course, gossip is cheaper.

A Londoner recently told the Court that he drank four glasses of whisky neat in an unsuccessful endeavour to get drunk. The flesh may have been willing, but the spirit was evidently weak.

Viscountess Rhonda advocates a world peace congress. So far, however, she hasn't suggested a rhondavous.

A lot of these children see objectionable cinema pictures because they can't be left alone at home.

A far-sighted fellow is one who would flip the item that appeared the other day telling how a woman in France caught leprosy from a fur coat, and save the clipping to show the wife next autumn.

One thing about the "Talkies," they cover a multitude of sins.

The Powers are fussing about war debts, efforts are being made to break aviation records, Hongkong is at sixes and sevens over the pictures, but the burning issue of the moment appears to be what to do for baby's prickly heat.

In China's government circles a great deal seems to be accepted with resignation.

A harp is advertised for sale. It is not known whether this follows the movement to qualify local aspirants for "wings."

Judging by almost daily examples it is believed that Hongkong has a corrigi in poets.



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### WATER SUPPLY SUGGESTION.

#### SALT WATER PLAN REFERRED TO EXPERTS.

#### THE ESTIMATED COST.

The Sanitary and Publicity Sub-Committee of the Water Emergency Committee met in Messrs. Jardine Matheson's board room yesterday afternoon for the purpose of considering a scheme prepared by Mr. Wong Kwong-tin, with the assistance of Mr. E. Butler of the Ocean Steamship Company, for a salt water system for fire fighting, flushing of sewers and street washing.

Those present at the meeting were the Hon. Mr. W. E. L. Shenton (chairman), the Hon. Mr. J. P. Bruns, the Hon. Dr. S. W. Te'o, Mr. H. E. Goldsmith, Mr. B. Wylie, Mr. A. S. MacKiehan, Mr. E. Cock, Mr. E. Butler, Mr. Wong Kwong-tin, Mr. P. D. Wilson, Mr. M. K. Lo and Mr. T. N. Chau.

The Hon. Mr. W. E. L. Shenton said the main question for the meeting was to decide whether the committee should adopt the salt water scheme as prepared by Mr. Wong Kwong-tin with a view to submitting it to the Water Emergency Committee.

He went on to give extracts from Government sessional papers prepared on the question of salt water flushing systems for the Colony and pointed out that a committee consisting of Mr. Perkins, a former D.P.W., Mr. L. Gibbs, Mr. R. M. Henderson and Mr. C. E. Warren went into a scheme in 1921 and later issued a report. He further pointed out a scheme then considered was estimated to cost four million dollars.

Outlining the scheme, Mr. Wong Kwong-tin expressed thanks to Mr. E. Butler, superintendent engineer of the Ocean Steamship Company, and said he had devoted considerable time to the preparation of the scheme from a technical point of view and to furnishing data.

Continuing, he outlined the salt water scheme which consists of the laying of a sea water main with branches through the most congested part of the city of Victoria for fire extinguishing, flushing of sewers, street washing and many other purposes where sea water can with advantage be used instead of fresh, thus conserving the fresh water supply and assisting to relieve the distress occasioned during periods of water shortage.

#### Time for Drastic Action.

In his opinion the advantages of such a scheme could not be overstated as the scarcity of fresh water which occurs at frequent intervals under the present arrangements and which will probably take some time yet to overcome does not only mean direct inconvenience and suffering to the public generally, but unwashed streets and unflushed sewers in times of drought aid the rapid spreading of innumerable disease germs which may cause epidemics at any time with deplorable results.

Salt water is not objectionable and has been in use in towns in the United Kingdom for many years for street washing, flushing, public baths and fire purposes and as regards roads the salt in the water tends to bind the dust and keep the surfaces moist.

It is used successfully on ships for all sanitary and other purposes and cast iron pipes have a life of from twenty to thirty years.

The time has now arrived for some drastic action to be taken to conserve the fresh water supply as by all appearances, and Hongkong and Kowloon growing at a rapid rate, there will always be a tendency for the fresh water supply to be on the short side.

#### Menace to Health.

The danger of fire alone in the congested areas during the periods of drought is of sufficient importance in his opinion to have some such scheme as that proposed brought into operation so that a copious supply of water would always be available if fire broke out and he thought it was more by luck than good management that

nothing serious in the way of fires has not already taken place.

The filthy condition of the congested areas of Victoria especially the back streets are at present a menace to the health of the community and a Colony of the size and importance of Hongkong requires something better than the present unsatisfactory methods of cleansing to bring it more into line with modern ideas of what cleanliness should be.

#### The Scheme.

The scheme itself consists of an eight inch cast iron main of sufficient thickness to stand the pressure at the lower levels extending from Shek Tong Tsui, up Hill Road, through part of Pokfulam Road, High Street, Caine Road down D'Aguilar or Wyndham Street to Douglas Wharf with a three throw, double acting or other suitable electrically driven pump at each terminal supplemented by two pumping lines on Eastern Street and Hillier or Peel or Gilman Streets whichever is the most suitable. Any one of the pumps can maintain the system while the supplementary pumps are to increase the pressure of the system in case of fire or other sudden demands for supply.

The pumps are pressure controlled through the switchboards and they can be set to automatically control the supply of water to the system.

The various pumps are housed in small stations along the harbour front, a pump being arranged below the pump house and connected through to the harbour, suitable grids for straining, and valves fitted for shutting off the supply for cleaning purposes.

From the eight inch main sub-mains of six inches cast iron piping are branched off at intervals supplying hydrants so distributed over the area that from them, with hoses of 400 ft. length or less according to the number of hydrants fitted any street can be washed and flushed. Small cocks are fitted on the hydrants so that salt water can be drawn for any purposes at any time.

#### Eight Inch Main.

The eight inch main line is designed in three sections, thus one section could be laid through the area most requiring it, for experiment, and the two remaining sections proceeded with later when experience had been gained as to the best procedure to adopt. For instance with an 8" main laid from Shek Tong Tsui to Eastern Street through Hill Road, part of Pokfulam Road, part of High Street and Eastern Street with a pump connected at each end, the length of piping being approximately 500 ft. the whole area enclosed by the above streets could be supplied with salt water and tested out.

Eastern Street and Hillier or Peel and Gilman Streets form section No. 2.

Hillier or Peel and Gilman and Wyndham or D'Aguilar Streets form section No. 3.

#### Still a Danger.

Mr. Wong stressed the necessity for such a system and pointed to the increasing population and increasing water consumption. He thought it would be difficult to increase the capacity of the reservoirs, except by the addition of more catchwater areas. That did not solve the present problem. The Colony was still in danger of a water shortage and the recent heavy falls of rain had not relieved the distress in the city.

That was borne out by the fact that restrictions were still in operation. Mr. Wong went on to give water consumption figures for various purposes and, dealing with the amount used for fire fighting said that in America water for this purpose was estimated at one tenth of a gallon per head per day.

He suggested that the salt water scheme should be examined from the public health viewpoint as well as that of conserving the Colony's fresh water supply.

Mr. Butler said there was nothing difficult in the adoption of the scheme. In reply to the chairman he said the estimated capital expenditure was \$270,000, and it was also estimated that a supply of one and half million gallons a day could

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Some poor traveller will be glad of it.

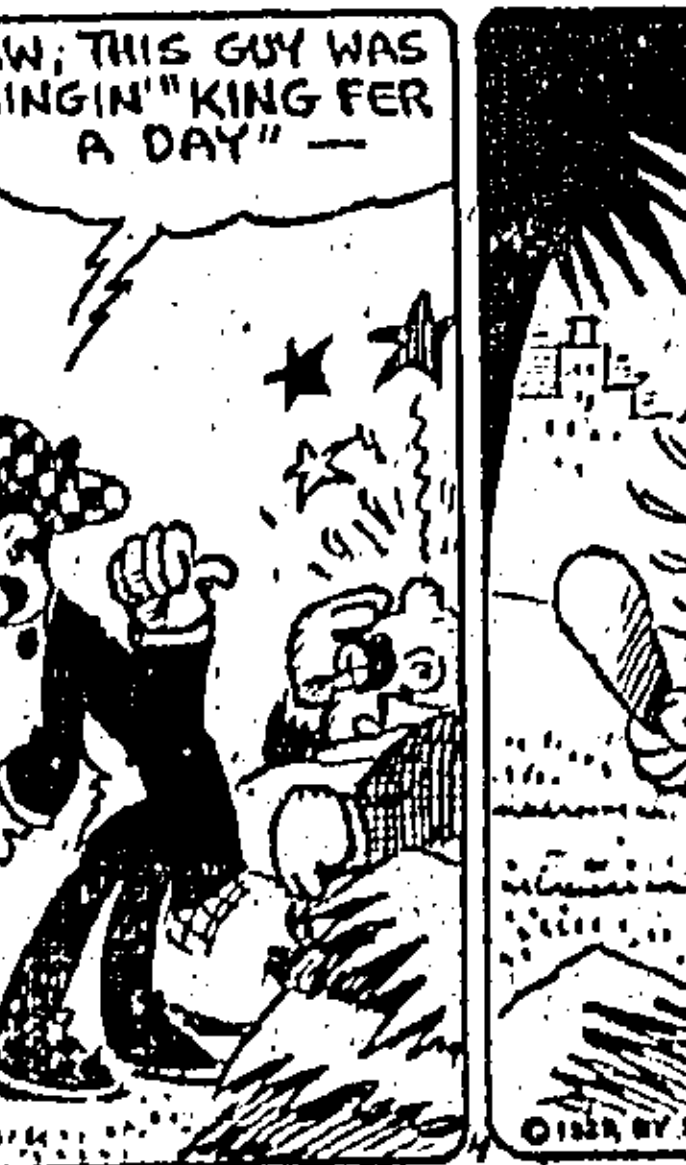
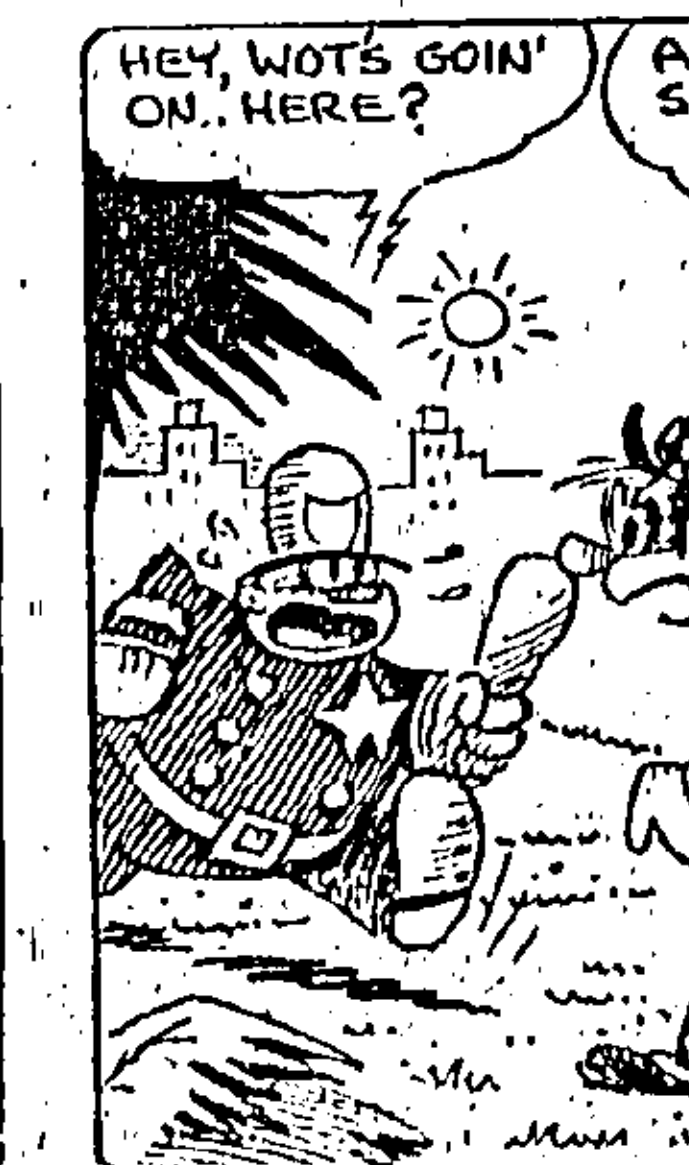
### Nervous debility

frequently is caused by faulty nutrition and can be corrected by a regular course of this lung-healing and body-building food. Ask for



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YEE SANG FAT.

## SLAVE MARKET.

ALARMING FACTS COME  
TO LIGHT.

The "dispersal" of a gang of  
traffickers in children and the ar-  
rest of over twenty alleged mem-  
bers is the crowning achievement  
to many weeks of patient work on  
the part of the Hongkong Police  
authorities of the Colony.

Behind an official intimation  
made yesterday that those ar-  
rested will be deported from the  
Colony, an amazing story is told  
of an organization which had been  
set up for the sole purpose of  
engaging in the buying and sell-  
ing of children, extending even to  
the establishment in this Colony  
of a system of brokerage by which  
the traffic here is facilitated.

The buying and selling of chil-  
dren of parents in indigenous cir-  
cumstances is nothing surprising  
in itself—it is a custom as old as  
China. But what has made it  
serious enough to warrant special  
police attention of late is that  
from merely isolated cases, the  
buying and selling of children has  
grown into the proportions of a  
local traffic.

## Headquarters Here.

The police have unearthed two  
facts of a very sensational charac-  
ter concerning the traffic. One is  
that a gang with wide ramifications  
has recently established its  
headquarters here, and the other  
is that upon the creation of a local  
market for the "goods," a brokers'  
system has been also set up here  
by means of which children are  
procured and sold, or rather auc-  
tioned to the highest bidder.

The practice usually adopted in  
for agents of the gang to go up  
into the country where they scour  
the villages for likely children.  
Old women are generally chosen  
for the task—they excite less sus-  
picion when seen with the chil-  
dren. An empty floor or house is  
then selected in Hongkong where  
the children are kept until they  
are sold, when the profits and  
brokerage are realised.

## Police Handicapped.

Except where, upon actual proof  
of kidnapping, the traffickers can  
be dealt with under a local Or-  
dinance, there is no law at pre-  
sent in existence to which the  
offenders can be made amenable.  
So long as a Chinese parent,  
through poverty or for some other  
reason, is prepared to sell his chil-  
dren, and the fact is recorded on  
proper documents, the police are  
powerless to intervene in the mat-  
ter. Where such documentary  
proof is lacking, and suspicious  
circumstances prompt inquiry the  
police have not hesitated to take  
the limited action within their

## ATTEMPTED ROBBERY.

SUSPECT CAPTURED AFTER  
A CHASE.

An attempted robbery occurred  
yesterday afternoon at 3.20 at No.  
7, Kai Yin Fong, second floor,  
when three men forced an en-  
trance into the place. The prin-  
cipal tenant, named Fok Shum-ze,  
a married woman, reports that the  
robbers, who were armed with  
knives, made off, running in the  
direction of U Lam Terrace and  
Caine Road, when an alarm was  
raised.

A chase was taken up, and  
according to a Police report a  
suspect was arrested by a sanitary  
colle. Nothing had been stolen.

It is understood that the three  
men entered the house under the  
pretence of coming to fix the  
telephone. The trio were met  
by a girl about 12 years old, who  
said that the telephone was in  
good condition, but the men  
forced their way in and produced  
knives and threatened the in-  
mates. The girl got away and  
summoned assistance, being cut  
in the hand by one of the robbers.

A dagger was found on the  
roadside, apparently discarded by  
one of the men.

power. It was in this way that  
they were able to secure a num-  
ber of clues, culminating in a  
number of raids being carried out  
within the last few days and the  
arrest at different places of no  
fewer than twenty individuals of  
both sexes who are believed to be  
the principal members of the wide  
organization already referred to.  
At the same time, four or five  
children were recovered, who are  
lodged for the time being at a local  
benevolent institution until fur-  
ther enquiries have been made up-  
country.

## No Trials.

It is not anticipated that Court  
proceedings can possibly be taken  
against those arrested, owing to  
the difficulty of obtaining evidence  
on the only offence that would  
make them amenable to local jus-  
tice—the crime of kidnapping; and  
in that event, the deportation of  
the number from the Colony is  
contemplated.

Interesting facts disclosed by  
cases lately dealt with are that  
prices may range between \$70 or  
\$80 for a baby child and \$500 for  
children of more mature age. Gen-  
erally speaking, a boy commands  
the better price, as he is much  
fancied by those who are child-  
less. And then his lot is a happier  
one than that of a girl, over whom  
hang many evils associated with  
the nefarious traffic.

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mechanical perfection but for  
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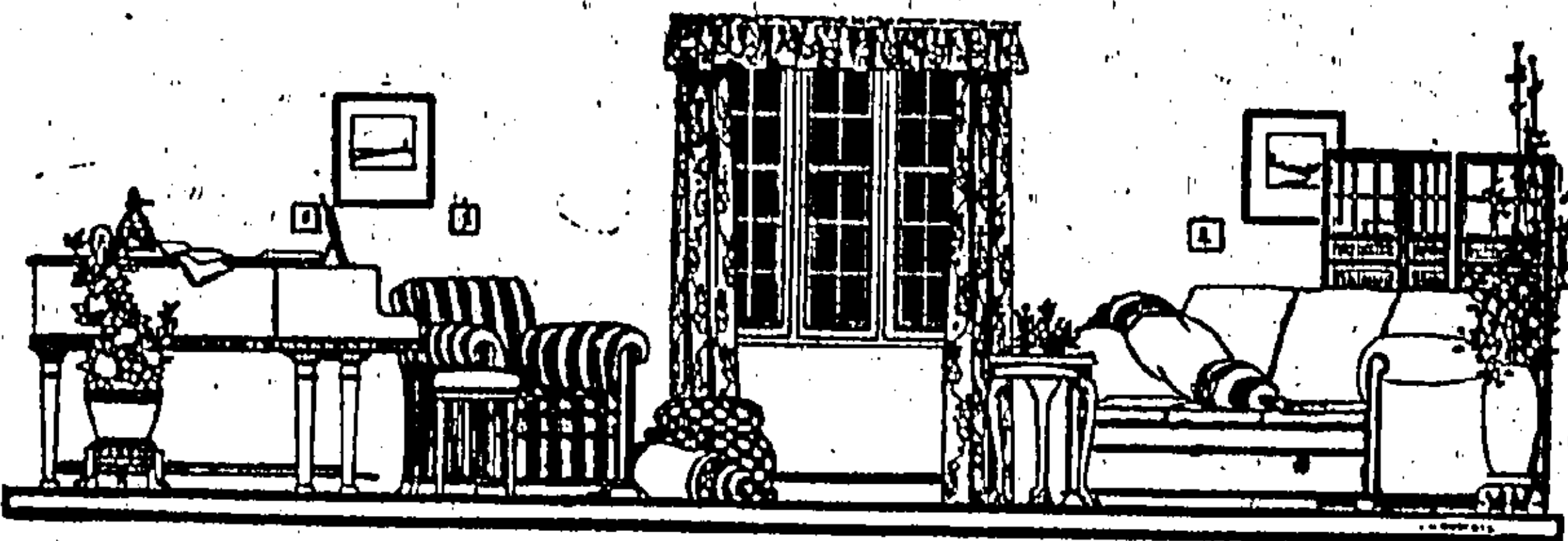
3, Canton Road, Shanghai.

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The curtains should be made in the first instance with a couple of inches length to the good. Then when washed, before hanging out to dry, long canes should be thrust through the top and the bottom hems. A little careful pulling into shape at intervals during the drying process will go a long way towards preserving the original wet and size of the curtains.

One solution is printed on another page.

## By Blogger

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Tel. C. 1877.

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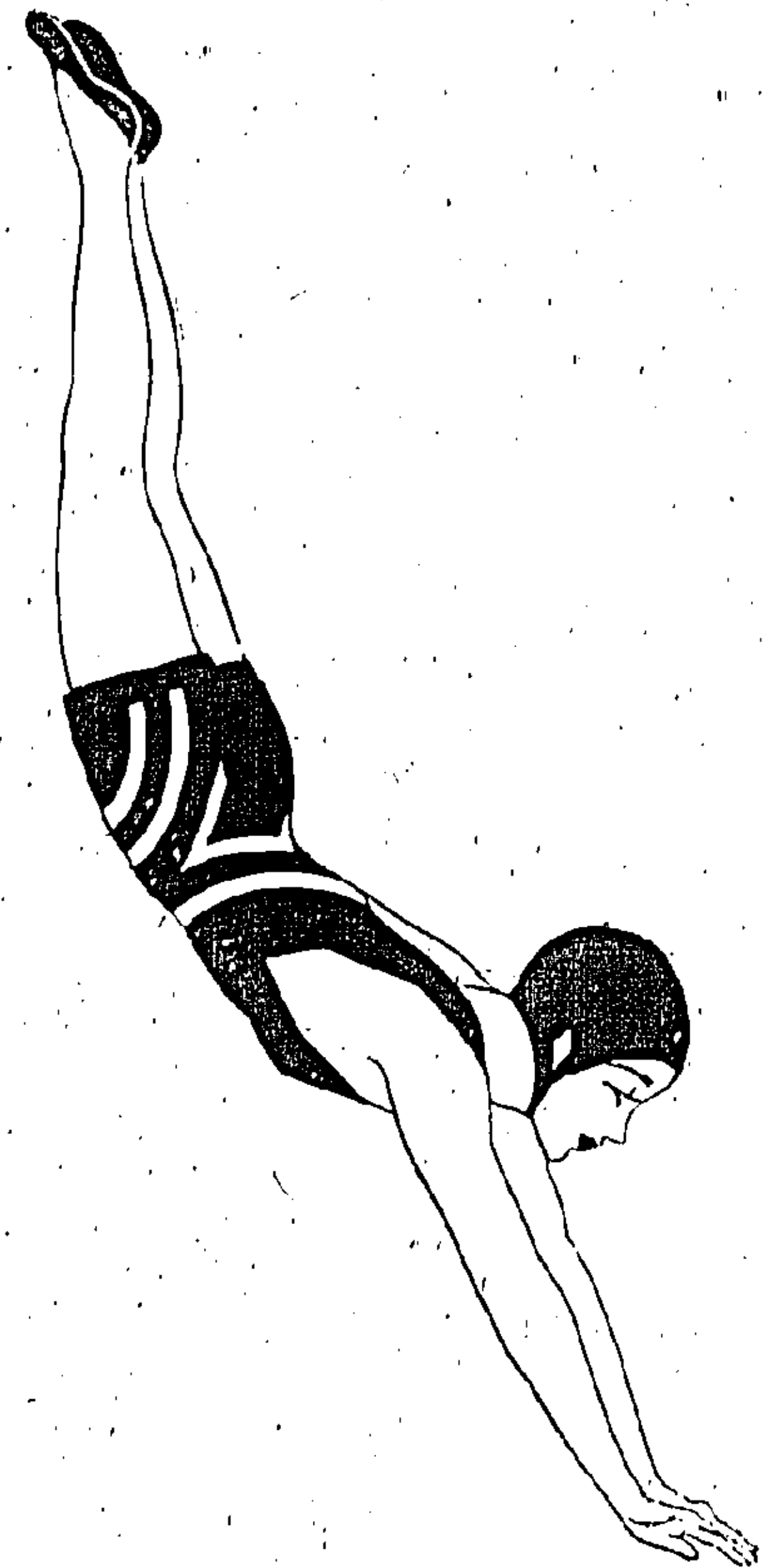
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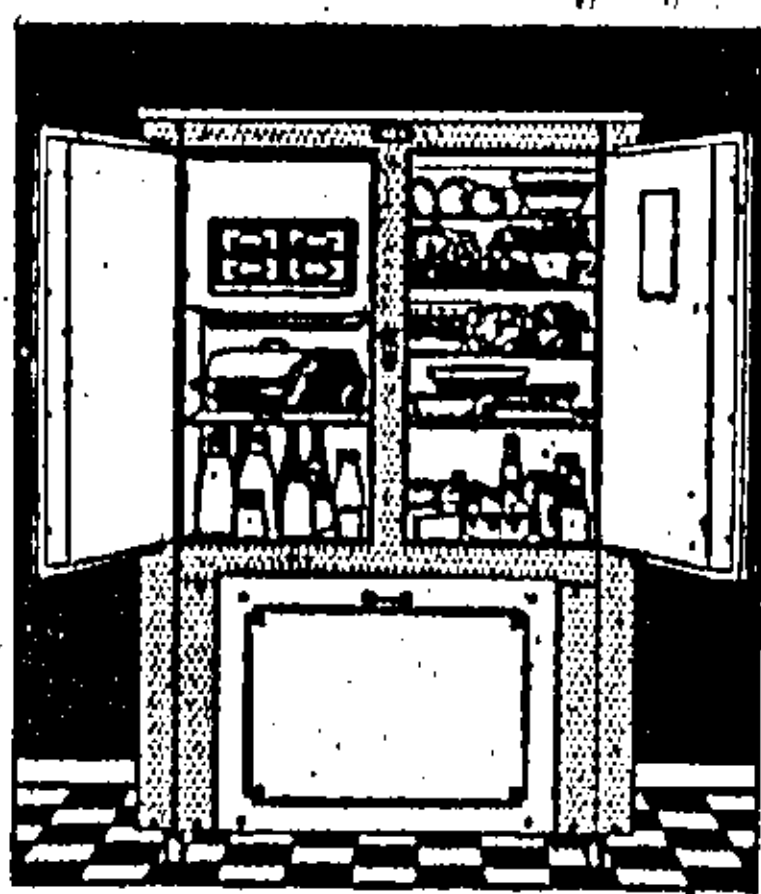


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The  
**Hongkong Telegraph.**

SATURDAY, AUGUST 10, 1929.

### A NEW CRISIS?

There will be a widespread regret, that a fresh deadlock has arisen in the negotiations between China and Russia, because the longer the dispute between the two countries remains unadjusted, the greater will be the danger of the situation going from bad to worse. It has to be recorded, in fairness to China, that she has shown a pacific attitude since the negotiations have started, a fact which is further demonstrated by her reported intention to submit the matter to the League of Nations in the event of her own efforts to secure a settlement failing. We are not concerned with the motives behind the Chinese frame of mind the fact itself is all that really matters. Russia, on the other hand, has shown no inclination, from the very start, to make any concessions with a view to a peaceful settlement, but here also it must be kept in mind that she has considered herself the aggrieved party all the way through.

The dispute is one which has many facets. That the Soviet has been guilty of attempting to stir up very serious trouble in Chinese territory there cannot be the least shadow of doubt. The documents seized at the Harbin Consulate make that abundantly clear. Here is a paragraph from a telegram which was found amongst the seized documents:—"The policy of terrorism, well worked out, is one of the most effective weapons against Imperialists. Preparations are now being made in full swing to conduct the campaign in various parts of China, and members of the Chinese Preparatory School have been employed to discuss the problem. They all agree to the suggestion of making preparations and of executing the schemes by ourselves, in the interest of the World Revolution. Please send down the balance of the fund in the name of the Secret Organisation of the Third Internationale and send over persons to assist in working out the problem. It is expected with our resolute preparations we could bring about an open outbreak between Mukden and Nanking in the near future." That message is sufficient to show the nature of Russia's activities in the China Eastern Railway zone. That the Chinese should resent such revolutionary activity is but natural,

although, as has pertinently been pointed out, much of the propaganda bears a close resemblance to that which in the not distant past emanated from Chinese sources and was specifically directed against the Powers in general, with the solitary exception of the Soviet. Time truly works wonderful changes.

But the matter of Russia's guilt in stirring up trouble is one thing, and the action of China in seizing the Chinese Eastern Railway as a reprisal is another. It is here that we must quarrel with China's method of seeking to safeguard her territory against Communist propaganda. Her action in seizing the railway, in violation of an international agreement, will take a lot of explaining away, even if the dispute goes before the League of Nations. But will it come before that body? That is a moot point. China, seemingly, is willing that it should do, but we doubt whether Russia is in a mood to allow the issue to be adjusted by, to use her own phrase, the "Imperialist Powers." If she does not, she will lose a very great deal of sympathy; that much is certain. After all, if her case is as she claims it to be, then she surely would have nothing to lose by submitting the dispute to international adjustment. Any disinclination to do so must obviously react unfavourably on her sincerity.

### The Reparations Bank.

Among Britain's objections to the Young Plan, as agreed by the Committee of Experts, is the power it proposes to allocate to the international clearance bank suggested. Apparently an unimportant issue, it has not been emphasized in any way, but though little has been said the opinion is gaining in strength that the project needs very careful examination. It is felt that the bank would exert a far greater influence on international relations than is desirable. The American view of the purposes of the institution is based upon the experiences of the first few years after the war. The inability to accomplish the settlement of debts in any way but the old resulted in the shipping of the bulk of the world's gold to the United States. The usual effect was not, however, apparent. The influx of gold did not materially benefit America as the stability of European financial systems was seriously threatened. Purchases of grain and cotton on acceptable terms was extremely difficult. The Americans now feel that the setting up of a bank in Europe on the lines laid down in the Young Plan will prove the most potent means of preserving the capitalistic system and will be a tangible agency for the settlement of international balances. Its functions, it is felt, should be to facilitate trade by controlling in a general way the international flow of gold. The British view is that the Bank's powers should be limited to those of an international clearing house for the payment of war debts, and opinion in British financial circles is crystallising against the American conception of the bank's functions. The difficulty, however, is to find the point where a line may be drawn. The Experts were obviously of the opinion that the bank should operate in many ways apart from its services in connexion with the reparations settlement. They say, for instance, that "the operations of the institution will be assimilated to ordinary commercial and financial practice, and by judicious non-competitive financial development the Bank should prove a useful instrument for opening up new fields of commerce, of supply and demand." There is a fear in Britain that the bank could do all this without encroaching on the activities of existing institutions, and it is obvious that the greatest caution will need to be exercised if this is to be avoided. It might well be desirable for the Conference now in session at The Hague to define more clearly the position the bank is to take in world affairs. At the moment it is a minor point, but there is a chance that it may ultimately blossom out into an issue of first-rank importance.

### DAY BY DAY.

BE HUMBLE, OR YOU'LL STUMBLE  
—D. L. Moody.

It is notified that the Government proposes to erect a public latrine in Water Street at the junction of Queen's Road West.

The forthcoming wedding is announced of Mr. Felisberto Antonio Barnabi Carajota Fernandes, No. 152/164, Belcher Street, Kennedy Town, to Miss Etelvira Ismael Hagaton, No. 10, Lee Tong Street, Hongkong.

It is notified that persons intending to fly British aircraft over Dutch East Indian Territories should communicate their intentions to the British Consular Representative at the place nearest to their intended destination. At least five days' notice should be given.

An alarm of fire was raised last night shortly before ten o'clock at the Japanese hair-dressing saloon at No. 20, Wyndham Street, but a small outbreak which had occurred was extinguished with the help of three Indian constables who arrived on the scene. No damage was done.

The loss of a string of imitation pearls and a pair of shoes from No. 13, Queen's Road Central, was mentioned in a Police report yesterday. Mrs. T. Robertson, the owner, stated that the articles had been stolen some time during Wednesday and Thursday. The value was given as \$17.50.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Alexandria (1), Port Said (1), Basra (1), Canton 1 (1), Saigon 2 (2); Cholera, Bombay (1), Calcutta (24), Rangoon (1), Shanghai (4), Canton 1 (1), Swatow (1); Smallpox, Aden 11 (20), Bombay 18 (7), Calcutta 13 (11), Karachi 6 (1), Pondicherry 1 (2), Rangoon 1, Batavia 1 (1), Macassar 2 (1), Samarinda 7, Sourabaya 1 (1), Bangkok 1, Pnom Penh 1, Canton 2, Swatow (2).

Among the passengers on the N.Y.K. liner Fushimi Maru which arrived here yesterday morning from Japan on her way to Europe are Mr. and Mrs. A. C. Siddal, Master Chair Siddal and Master John Siddal for Canton; Mrs. E. M. Coyle, Mrs. L. H. de Bruggen Cate, Miss Helen de Bruggen Cate, Capt. B. E. Jollibon and Mrs. Jollibon, Mr. Ernest Hope Caten, Miss E. E. Kemp, Miss Lillian Elgiz Redding, Mr. Antonio Thomas Guterres, Dr. Stanley C. Jamieson, Mrs. D. E. Jamieson, Miss Caroline Jamieson, Mrs. James Henry Inwood, Mrs. Lillian Inwood, and Dr. M. Benno for Singapore; Mr. I. A. Lewis and Miss Ruth Lewis for Port Said; Mr. K. Hylland for Marseilles; Capt. A. A. Hytten, and Mr. A. A. Kaempff for London.

## BRIDGE MADE EASY by W. W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

### Expert versus Novice—2

Another illustration of expert play follows:  
Dummy—spades J 9 5.

East—7.  
Declarer—clubs A K Q 8 6.

West—7.  
The average player would confidently proceed to play the Jack of clubs on the first round of spades when—lo and behold!—he might find that East holds no spades at all, the distribution being: West clubs 10 7 4 3 2; East clubs none.

As a result of this hasty play, East is assured of winning a trick with the 10 of spades whereas this could have been avoided had the declarer played the King of spades on the first round. Declarer would immediately have discovered that East was blink of spades and could thereafter have finessed with certainty to capture the 10 of spades.

Another illustration of careful play follows:  
Dummy—club J 9 8 2.

East—7.  
Declarer—clubs K Q 8 7 5.

To ascertain the distribution of the missing clubs the declarer plays the King or Queen of clubs (not the Jack of clubs) on the first round of clubs. No matter how the missing cards are distributed, he will lose but one trick in that suit by proper finessing.

## THE LITERARY LEDGER.

Analysing Profit and Loss.

It should not be considered merely the conventional lament for the good old days if an enlightened contemporary critic expresses regret for the apparently permanent loss of certain types of literature which once flourished. At least I am not disposed to look upon the observations of Professor Tinker in that light when he remarks, in a recent essay, now republished in his volume "The Good Estate of Poetry," that "how- ever ardent we may be in our loyalty to modern poets we cannot witness the disappearance of a great type of poetry without regret," or when he asserts in much stronger terms that "no such type, which has had a noble history and summoned forth the full power of great poets, can disappear from literature without grave misfortune to us."

On the surface so unqualified an utterance would seem rather stubbornly reactionary and sharply opposed to a widely current belief that the disappearance of once prevalent forms is a blessing. But Mr. Tinker is both sympathetic and intelligent in his effort to understand literary voices of the hour. In no sense does he repudiate them merely in favour of the past. And so we must look with respect upon his well-balanced attitude. He compels us to ask ourselves anew whether the passing of any form of literature can in itself be a misfortune.

Take his own particular illustration as a concrete beginning of this inquiry. He deprecates the demise of those reflective poems like Goldsmith's which are concerned more with general ideas and quite frankly indeed with abstractions rather than with images and the concrete expression of the emotions. He holds up for our admiration the typical example of "The Deserted Village" which begins as a description of "Sweet Auburn," devolves into a dissertation on the evils of luxury, touches on the problem of emigration, laments the depopulation of villages, and ends with the author's impassioned farewell to poetry, which is conceived of as departing with the peasants to America.

But as Mr. Tinker insists, these subjects are no longer considered poetic. "At the present stage of our development they go unhonoured and unused." Such a theme, he suggests, as democracy would in the eighteenth century, have been "seized upon as a noble subject worthy of that exalted treatment which is possible in poetry alone," while in our time a discussion of democracy in verse is hardly conceivable. With so conspicuous does our critic emphasize his disappointment over the passing of a once noble accent of poetry. He does not express explicitly the same lament over the disappearance of other notable forms but since he has made so sweeping a contention about the grave misfortune which attends all such losses we must assume that we too can generalize.

Must we then deplore the failure of such outstanding types as the epic, allegory and the literary dialogue, to continue, as living modes of expression? Must we conclude that we are deprived of great wealth because new Homers, Virgils and Dantes do not arise in succeeding generations? Such questions remind us forcibly of the fundamental conditions which inspire literature in any age. To deplore the passing of any further possibility for new Iliads and Divine Comedies is nothing less than to deprecate the loss of the general environments out of which the original Iliad and Divine Comedy were shaped. But are we prepared to accept new masterpieces in old forms at this price?

However much we may admire certain conditions of social culture which might find expression in great permanent masterpieces, we can hardly desire to reproduce similar spiritual environments. Not that we fail to covet the same high qualities of thought but that we realize the necessity of constant change in the outlook which men with the same qualities can command. And we hope always that the change means progress. That the Iliad expresses the heroic temper on a mighty scale does not mean that even greater heroism may not develop and find adequate expression in language. Because the Divine Comedy enshrines a supreme insight at a certain stage of human thinking we must not suppose that new heights of vision are unattainable or cannot find as perfect a reflection in literature.

Can the same reasoning, however, be applied not only to themes but to the major types of expressions? Can we, for instance, look with equanimity upon the disappearance of so great a form as the epic? Must we not inevitably be the poorer if the unfolding of high enterprise on a large scale in verse disappear entirely? Perhaps such questions can be settled only by individual opinion. Yet we are bound to realize that the impulse which inspires the production even of the greatest types does suffer eclipse.

At the same time I would suggest that the law of compensation prevails in the world of art; that types disappear only in their external forms and reappear in transformed and no less splendid garb. Ancient epic gives way to the romance of chivalry with a loss of primitive vigour but with the greater gain of a finer code of honour and "gentleness," it gives way also to the heroic drama of the Elizabethans notably in the historical plays of Shakespeare which constitute England's national epic. So too did the golden ages of the drama give way to the vastly richer and more flexible form of the modern novel. Just as truly have other types waned while in compensation new and often richer modes of expression have arisen and flourished. We cannot doubt, for example, that Professor Tinker rejoices in the outburst of romantic poetry even at the expense of much conventional verse produced by Goldsmith's contemporaries.

For most of the didactic poetry of the eighteenth century is insufferably frigid. It had caused to express adequately the new and tumultuous thought of the time and had to give place to the fresh enthusiasm of romantic voices. Of course, this picture of the different curves which represent the constant change in literature may not afford any comfort to those who regret the passing of any particular type such as the reflective verse which appeals so strongly to Mr. Tinker. I am pointing out simply why we cannot expect the unmodified continuance of literary forms and also the compensations which result from constant effort to express new moods and new attitudes. We should at the same time recognise the plea for attempts to revive older literary types. Recently I received from a stranger what was apparently a circular but no less earnest letter asking whether I would not co-operate in urging a return to the pure and simple prose of Addison and his contemporaries.

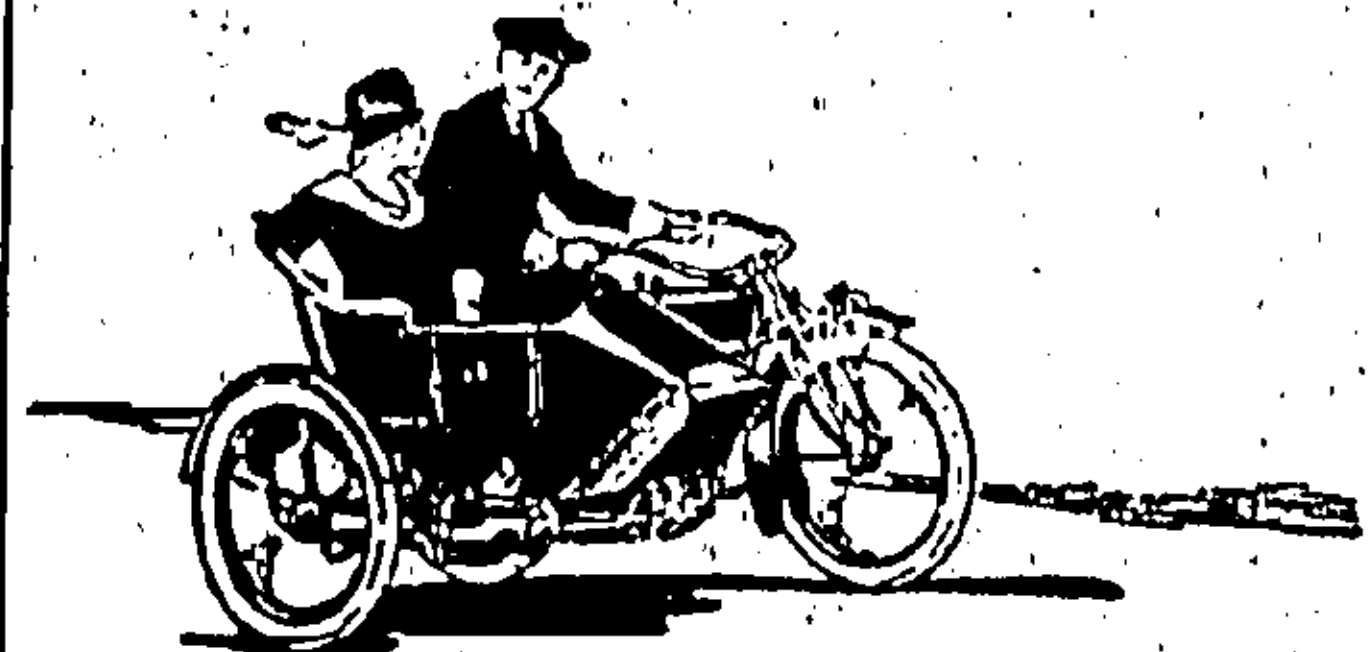
Although sympathising with the writer's distaste for certain prevalent tendencies in contemporary writing, I was obliged to reply that it was quite futile to attempt deliberate revivals of the style peculiar to a previous age. I remarked that such efforts were foredoomed to failure because we could write significantly only in the accent which expressed the living idiom of our own time. Such at least is my view of the consequences of artificial revivals. The pathway of literature is strewn with the failures of these attempts. When revivals do succeed they become something different from their models and show original distinction.

But for those who still remain unreconciled to the laws of living change we can hold out no little consolation in the operation of certain cycles of the types. Without professing to have discovered any regular periodicity of recurrence we can at least remark the return of the epic at the present time. If the imposing narratives of Neelhardt and Benet only remotely resemble Homer, at least they are conceived on a similar scale and with epic sweep. So also the fine tradition of the Socratic dialogue seems suddenly to have sprung from a contemporary need of searching inquiry into questions of moment. Nor do we lack for signs that poetry has turned from its recent absorption with image and sense impression to more reflective recognition of current problems. Hence one with keen sense of the values of the literature in the past may take hope. Even Professor Tinker would not wish such reflective verse to revive the abstract manner of Goldsmith and his time. It must speak with the imaginative vigour which poetry has learned during the last century. So must the epic and the dialogue voice the living idiom of this age.

The evidence does then seem to show, at least in broad outline, that not only cycles of excellence but recurrences of the types do prevail. The expending needs of each successive generation not only produce new forms, but constantly reach back for the older molds into which it may pour its own thought. Thus do the gains appear to show a distinct favourable balance in the ledger of literature.—P. K. in the *Christian Science Monitor*.



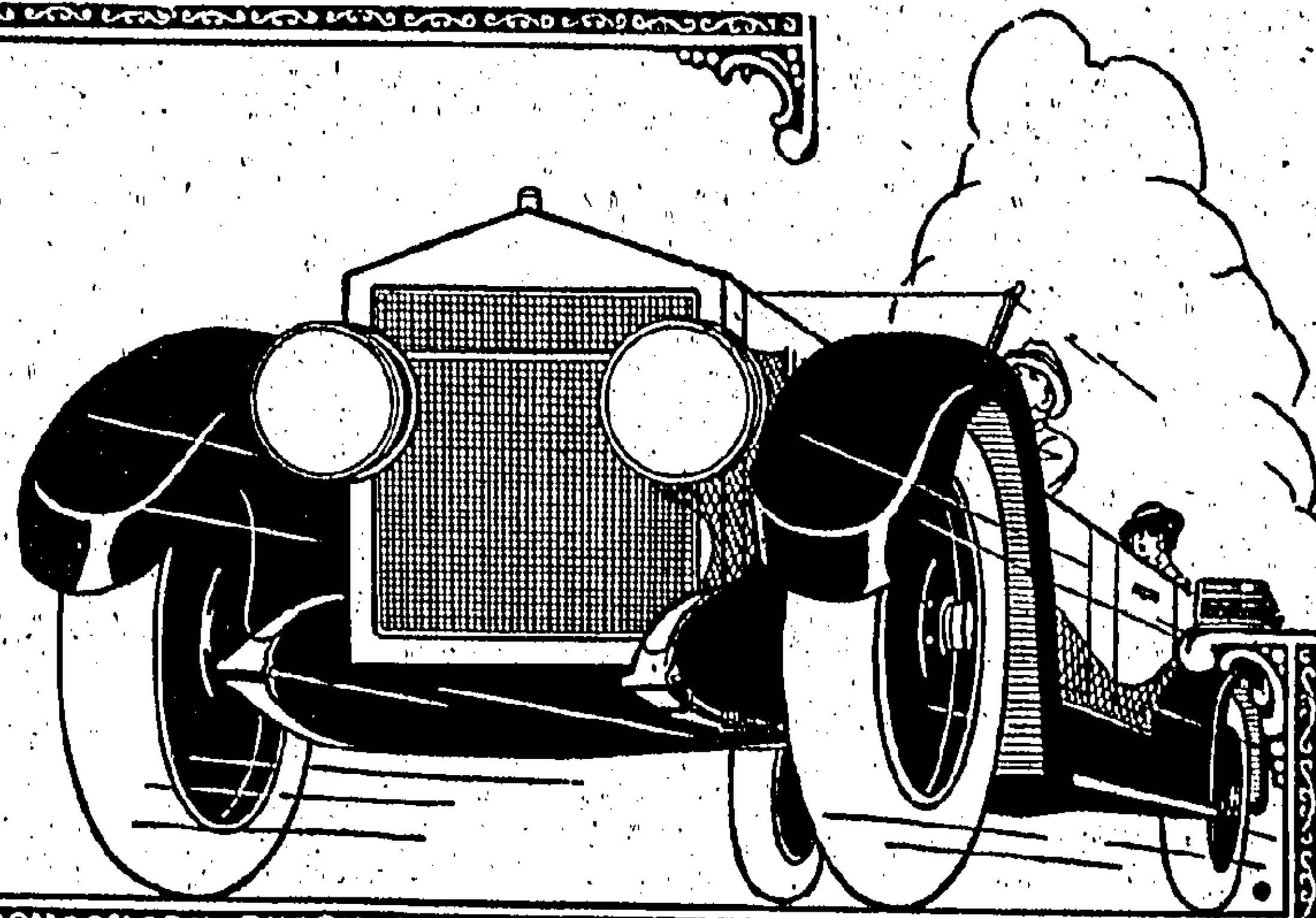
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SATURDAY, 10th AUGUST, 1929.

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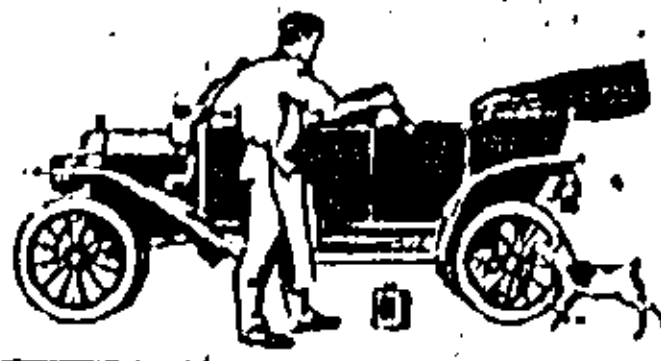
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YOU NEED FOR YOUR  
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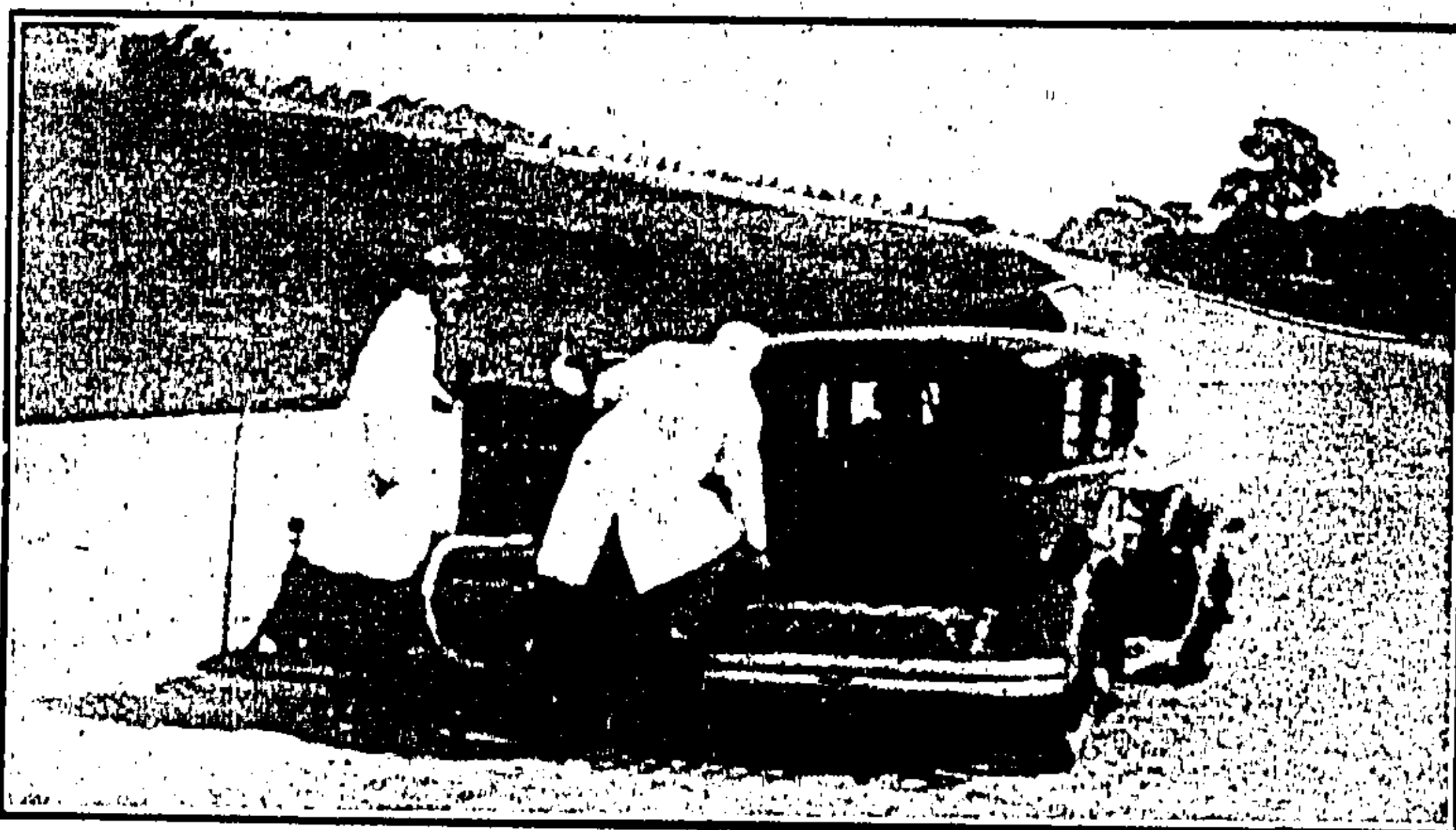


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Sole Agents.

## THE LATEST IN "EIGHTS" NOW HERE.

Special Report of the Roosevelt's Great Test.



Refuelling the record-breaking Roosevelt car during the endurance run which broke all previous records for non-stop automotive performance.

Following the brief cable story of the wonderful non-stop run of the "Roosevelt" car during June, the following account of this epic performance will be of interest to Hongkong motorists.

The forces of nature overcame the forces of man in sensational fashion at the Indianapolis Motor Speedway to bring to an end the longest non-stop endurance test in the world's automotive history—440 hours and 40 minutes.

This remarkable record, never before approached on land or in the air, was accomplished by a Marmon-built Roosevelt, picked at random from the assembly line in the Marmon factory by American Automobile Association representatives, and run under the official observation of that body.

The finish of the test, after eighteen days, eight hours and 40 minutes of continuous running, came at the zenith of one of the worst storms experienced in years in central Indiana. A sixty-mile an hour gale, accompanied by a cloudburst, descended with little warning on the Speedway early in the evening of the nineteenth day of the test and, after demolishing Marmon pit headquarters, tearing roofs from grandstands and filling the track with debris, brought an unwelcome end to the record-making run.

Not only did torrents of rain obliterate the vision of the driver and his riding companion, but the velocity of the wind was so great

that the car was swung sideways on the south turn of the famous race course and continuance of the run was made physically impossible. An entire building was picked up by the wind and placed in the middle of the track, the air was filled with gasoline cans and flying debris, and the track was strewn with timbers and shattered sections of fences and grandstands.

Shortly after the fury of the storm subsided, Marmon officials and A.A.A. representatives visited the Speedway and, after surveying the scene of destruction, agreed to bring the test to its official conclusion. Immediately the task of compiling official records was started. The mark now held by the Roosevelt was subject, of course, also by the International Association of Recognized Automobile Clubs before being declared official in the eyes of these two organizations.

The Roosevelt car was entered in the test June 12, after being taken directly from the Marmon factory to the Indianapolis Speedway where, each year, the annual 500-miles race is held on Memorial Day. With little ceremony, it was started on its way. Pit headquarters had been established in the Speedway infield, timing devices made ready in the judges' stand and all preparations completed for the run.

Not once in the 440 hours and 40 minutes did the car or its engine stop. Refuelling was done in motion from a "mother" car and oil and water likewise were added on the run. Representatives of the A.A.A. stayed "on the spot" twenty-four hours each day and the record-making Roosevelt was under their constant observation.

The last record to be broken by the Roosevelt was the sustained light mark of the airplane Fort Worth—172 hours, 32 minutes and 1 second. This was accomplished in the afternoon of June 13, after the car had been on the track slightly more than a week. Thereafter, each additional hour added up by the car was adding only to the record it had already made. Two solid weeks brought the total to 336 hours, and the 400-hour mark was reached at 2 o'clock in the morning of June 23.

When the run was completed, the airplane Fort Worth's record was exceeded by 268 hours or more than eleven days. The previous automobile non-stop record, established during a coast-to-coast run in 1925, had been exceeded by 276 hours.

The car used in the test was a stock Roosevelt sedan, standard in every mechanical detail and equipped "ready for the road" with two extra wire wheels, tyres, tubes and—covers, shock absorbers, bumpers front and rear, and trunk rack.

## Courtesy Wanted.

Complaints have reached us of the lack of courtesy shown by some drivers on the road around the New Territories. The complaints deal with the question of allowing cars to overtake slower moving vehicles, it being pointed out that some drivers, usually of public hire cars, refuse to take notice of the repeated signals given by motorists desiring to pass ahead. Our information is thoroughly reliable, and we gladly give publicity to the matter in the hope that passengers riding in hired cars will remember that it is up to them to instruct their drivers to give way to others when the usual form of request is made. There are many localities in the New Territories where a little speeding may be indulged in, although we do not suggest for one moment that the complaints emanate from motorists who delight in speeding. On the contrary, we happen to know that the owner-drivers concerned are particularly careful drivers. There is no reason why cars should not be driven slowly, if the passengers so desire, but when drivers maintain a speed of from fifteen to twenty miles per hour, and obstinately refuse to move over from the centre of the roadway, in spite of repeated requests, their action should be punishable. One motorist was compelled to follow another car for over eight miles on Sunday last. It certainly seems that public hire drivers need comprehensive road

## TRAFFIC SIGNALS EXPERIMENT.

A New Device.

## SHANGHAI TESTS.

The Traffic Department, Shanghai Municipal Police has been conducting additional experiments with danger signs along Municipal roads, the one most noticeable being the death's head at Medhurst Road's junction with Bubbling Well Road. The skull itself has not been illuminated, but both the Chinese and English lettering have been outlined in Neon tubes which burn day and night. Detailed attention is being given to this sign and it is deemed successful after one month's operation, this and the death's head on the opposite corner, will be permanently lighted. It is possible that they will be lowered and placed on posts on the kerbs.

On the "S" curve on Markham Road, lanes of traffic having been designated by concrete runners, experiments with reflectors are being made. The mechanism is similar in type to those signs, which are used on vehicles during the day, reflections from the sun on mirrors lighting a glass behind. Higher incandescence has been obtained in the overhead lights and it is expected the reflections below will answer their purpose during the night.

Still other means of attracting the public's attention toward dangerous places are being considered.

## SNAIL'S PACE.

Slow Hill Climb.

A novel hill climb staged by an automobile club in Paris, demanded of competitors the slowest possible time on the hill. The course was a hilly section of Montmartre, 800 metres long. First place went to a Buick, which climbed the grade in 36 minutes 23 seconds, a snail's pace of 1.168 kilometres an hour.

## CORRESPONDENCE.

[To The Editor of Hongkong  
Telegraph.]

Sir,—In a recent motoring comment, mention was made of the fact that the white lines on the main road corners have recently been renewed. Attention, however, was not drawn to the fact that they have been so designed as to give more room to a car on the inner curve than on the outer. I think all motorists will agree that it is far easier to make a left-hand turn than to round a right-handed corner. In the former case one can hug the curb while in the latter one has to work against the camber of the road. This means that more room is inevitably required to perform the latter operation, and, of course, the white lines should be designed accordingly, but the reverse is actually the case.

Will the H.K.A.A. take this up with the Authorities?  
Enclosing my card,—Yours, etc.,  
CITIZEN.  
Hongkong, August 8th.

Instructions from the Traffic Department.

## Peak Service.

Peak motorists will be interested to hear that Messrs. Lane, Crawford, Ltd. have instituted a special service at the Peak Garage where by cars may be left there whenever repairs, adjustments or overhauling may be needed. If the work is such that the use of the machinery at the main service station at Wan-chai is necessary, the car will be taken down to that establishment, and returned to the Peak Garage when ready to be handed over to the owner. Minor adjustments can, of course, be carried out at the Peak, but for any intricate work, it is naturally necessary for it to be carried out at the workshops where every modern appliance is available.

## RECORD SHIPMENTS.

Oakland and Pontiac  
Do Well.

## RECENT FIGURES.

Shipments of Oakland and Pontiac Sixes during the first four months of 1929 totalled 118,222, according to figures just received by Mr. A. J. Allison Manager of the Motor Dept. of Lane Crawford, Ltd.

April shipments totalled 36,384, seventy-five units less than March shipments—the banner month in the company's history.

The record of 118,222 cars shipped during the first four months of 1929 more than doubled the total 58,877 cars sold in the same period of 1927 and bettered the 1928 period by 15,591. March and April figures are an indication of the general market trend and are a gain of 30 per cent. over March and April last year.

Production schedules in the Oakland factories are keyed up to keep pace with the increasing demand for Oakland and Pontiac Sixes that are meeting with such favour in the medium and low price class.

## "DRUNK" TEST QUESTIONED.

British P.M.'s View.

Considerable difference of opinion exists among judges and magistrates on the question of a motorist's capability to drive a car when under the influence of drink.

A prominent London magistrate holds that the law does not require a higher degree of sobriety in a motorist than in a pedestrian, and before he convicts, thinks that a motorist must be so drunk as to justify his arrest in the street for disorderly conduct. The car, he considers, does not matter.

In motor laws this problem should be dealt with in a most explicit manner, so that no doubt shall be left as to the tests of those charged with obtaining evidence.

## HEAT INDICATORS.

Radiator Type Best.

## OVERHEATING RISKS.

While the distance type of engine heat indicator is a convenience to the car owner who wants to keep close check on the engine, the arrangement is not as effective in warning the average drivers of sudden overheating, as was the case when the device attached to the radiator cap.

The reason is that the distance-type device registers the actual temperature of the water around the cylinder head and thus approaches the danger zone more gradually when radiator overheating. In the case of the meters that are attached to the radiator cap there was a big jump in the height of the red line when steam was generated.

Even if the distance-type indicator is pointing near the danger line and is hissing very slowly, the driver should stop the engine and investigate. The indicator is not apt to jump suddenly, even if the water pump, breaks or there is stoppage of circulation.

## SERMONS, NOT SUMMONS.

Services for Motorists.

## CARS BLESSED.

Motorists in the Riviera will now be able to go for a Sunday run with an easy conscience.

In several towns in the south of France sermons are being applied to help reduce the number of traffic accidents. These are read at special week-day services, which only car drivers are supposed to attend.

After the service the bishop leads the procession of cars to the central square of the town and there blesses them.

Enjoy the Summer  
ON A—  
HARLEY DAVIDSON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

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*Mr. W. H. K. Shorewood, Wis.  
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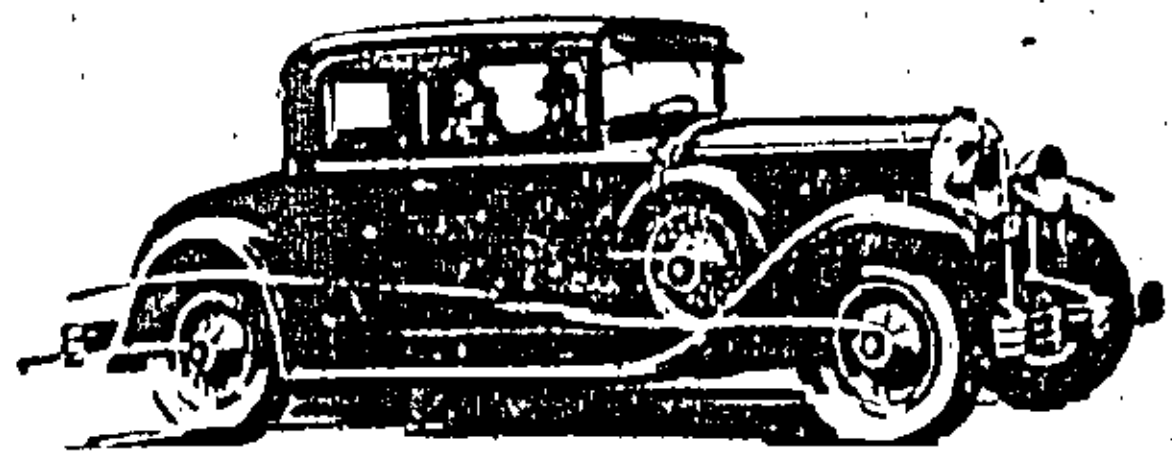
This enthusiastic comment merely typifies that of thousands who have turned to Buick after making their own exacting tests.

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM

## EXPLOSIVE MATTERS.

### When a Car Tyre Bursts.

Which is the more dangerous—a burst front tyre or a burst rear tyre? The true answer probably is that it depends, but in normal conditions the general idea that a front tyre burst is more to be dreaded is, I believe, wrong, thinks Mr. A. G. Throssell. I have always thought so, on theoretical grounds. Now I can submit evidence based on practical experience of a specimen of each.

Curiously enough—for bursts are not so common nowadays—I collected both specimens in one week. I was driving my own car along a good Sussex road when a front tyre went with a sound reminiscent of those one-pounder shells the Germans used to pepper us with during the retreat. Beyond the noise, it was utterly harmless, which was just as well, seeing that I had four passengers. Maybe because the car was doing only 40 m.p.h. at the time, there was no swerve, no perceptible snatch at the steering-wheel even.

**Safe Place for Burst Tyre.**  
The second affair happened a few days later, not to me, but almost at the gate of my house. This time it ended with the car's nose deep in the hedge and its wheels in the ditch. It was not going particularly fast, but when the tyre burst the driver completely lost control. I noted, with interest, that the recent tyre was on the nearside rear wheel and that the car had swerved clean across the road to its off-side. Lucky for the driver that nothing was passing him at the moment.

Why a near-side burst should make a car swerve in the opposite direction I cannot pretend to explain. But this dual experience has confirmed my belief that the safest place for a doubtful tyre, if it must be used is on a front wheel.

My own burst was entirely my own fault. The tyre was one of a set which had all done under 10,000 miles. Two of its fellows have been recently discarded because of an irritating proneness to puncture, coupled with signs that the rubber of the side walls was beginning to part company with the canvas.

### Perished of Under-Inflation.

Anything less than 10,000 miles is a very poor life for a modern tyre, especially when used, as in my case, on a light car which is generally driven half-empty over goodish roads at moderate speeds. In point of fact there was plenty of rubber left on the trends of all my discards, including the one that burst.

They all died prematurely from under-inflation, butchered by an owner who habitually ran them a little soft for the sake of his own comfort and added to his cruelty by neglecting the periodic gauge test.

I have since been reading all about this tyre business in a little brochure issued by the Rubber Association of America. Under-inflation, it appears, damages tyres in two ways. By allowing them to squash out, a wider surface is brought into contact with the road, thereby increasing friction. Squashing also means that the walls of the tyre bend more, which increases their heat, and heat is one of the most potent causes of rapid wear.

### The Life of a Tyre.

One thing that was news to me was the effect of speed on the life of a tyre. It is obvious, of course, that tyres don't last long at Brooklands, but I did not realize that it made so much difference what speed one drives at on the road. In a recent test one set of tyres lasted 12,000 miles at 35 miles per hour, while another set of equal quality lasted under the same conditions but at 50 miles per hour only 6,000 miles. Fifteen more miles an hour cut their mileage life in half.

As average speeds have risen so much, thanks to balloon tyres, better roads and four-wheel brakes, the life of a modern tyre compared to that of the pre-war article is really astonishing.

Another test was a sort of highly-coloured reproduction of driving on congested roads. A car driven at 45 m.p.h. was brought to a dead stop as quickly as possible without sliding the wheels every quarter of a mile. Half the tread was worn away at the end of 108 miles! Sports car owners who delight in hawlike swoops and

stops must not grumble at their tyre bill.

A dozen other causes of rapid wear are cited by these rubber men. Bad roads, hilly roads, ill-adjusted. Over-inflation is almost as bad as under-inflation. A rear tyre 10 lb. too hard will wear out in half its proper mileage.

### Progress and Stagnation.

After reading this brochure you feel that you ought never to take your car out if the sun is hot (wet roads are best for tyres, by the way) or until tyre pressures, brakes alignments and everything else have been tested, never go more than 20 miles an hour or drive up hills or along cambered roads. It is very noble of the rubber men to tell us how to make our tyres last for ever, but they know well enough that we won't take half their advice.

I am still a little unrepentant about under-inflation. It certainly is bad for the tyres, but a few pounds off the manufacturer's figure can make such a difference to one's comfort in a car which weighs well under the ton, and whose springs cannot adapt themselves to varying loads.

Tyre progress has been great, but I am sometimes tempted almost to regret the invention of the balloon tyre. But for that car makers would have been compelled to discover and adopt a more efficient system of suspension. In this respect the most modern of cars is but little better off than the chariot of two thousands years ago. That had leaf springs. All that the wit of man has achieved since is to add a contraption to make the springs less springy.

## CHAINED TO WHEEL.

### 200 Hours' Drive. ENDURANCE TEST.

A new record for sleepless driving been established in U.S.A. by Elmer (Red) Steele, who drove a car for 200 hours without a rest. Using a De Soto sealed in top gear, and with radiator and oil intake also sealed, Steele drove about Oakland chained and handcuffed to the wheel. Though the engine was running for eight days, eight nights and eight hours, it was cool and in good condition at the finish. During the drive Steele was attended by two nurses, and his pulse and temperature were normal after the ordeal.

## PACKARD-DIESEL.

### Test in 'Plane.

### LIGHT AND FLEXIBLE.

Successful trials of an aeroplane powered with a Diesel engine were held in U.S.A. when a Stinson-Detroler 'plane piloted by Capt. L. M. Woolson flew from Detroit to Langley Field. The running costs for the flight, which took about seven hours, was five dollars, and the engine was a Packard-Diesel, the result of 20 years' experimenting. The great radical improvements made possible by the Diesel are elimination of ignition and carburettor trouble, great saving in cost, and weight of fuel and reduction of fire risks.

The engine used on the flight is light and flexible, and thus overcomes the two great drawbacks of the Diesel when applied to aeroplane use.

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And not only does it introduce into the low-price field an entirely new measure of performance, comfort, beauty, and style, but it is sold at prices so amazingly low as to alter every previous conception of motor car value.

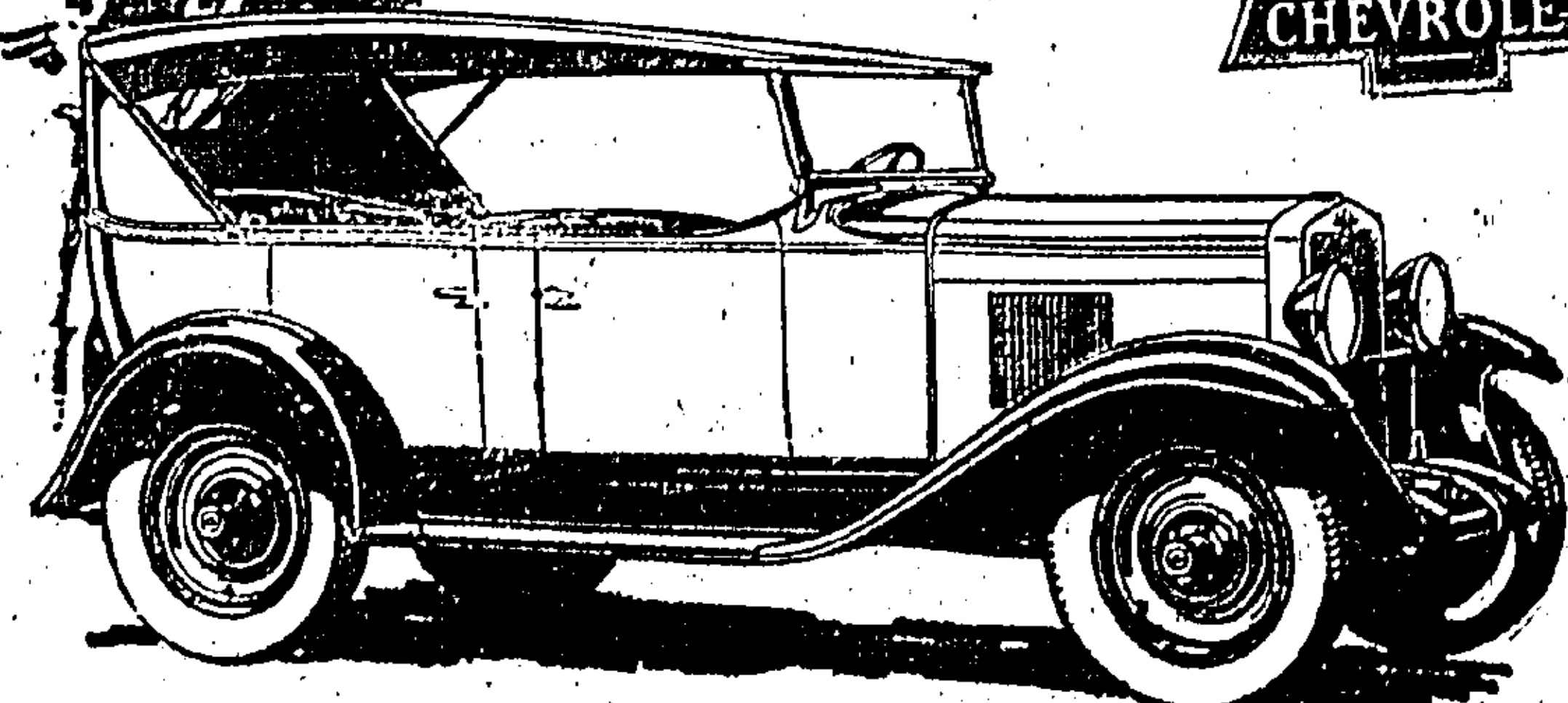
See this new car—ride in it—and you will be just as enthusiastic in your praise of it.

### THE HONGKONG HOTEL GARAGE.

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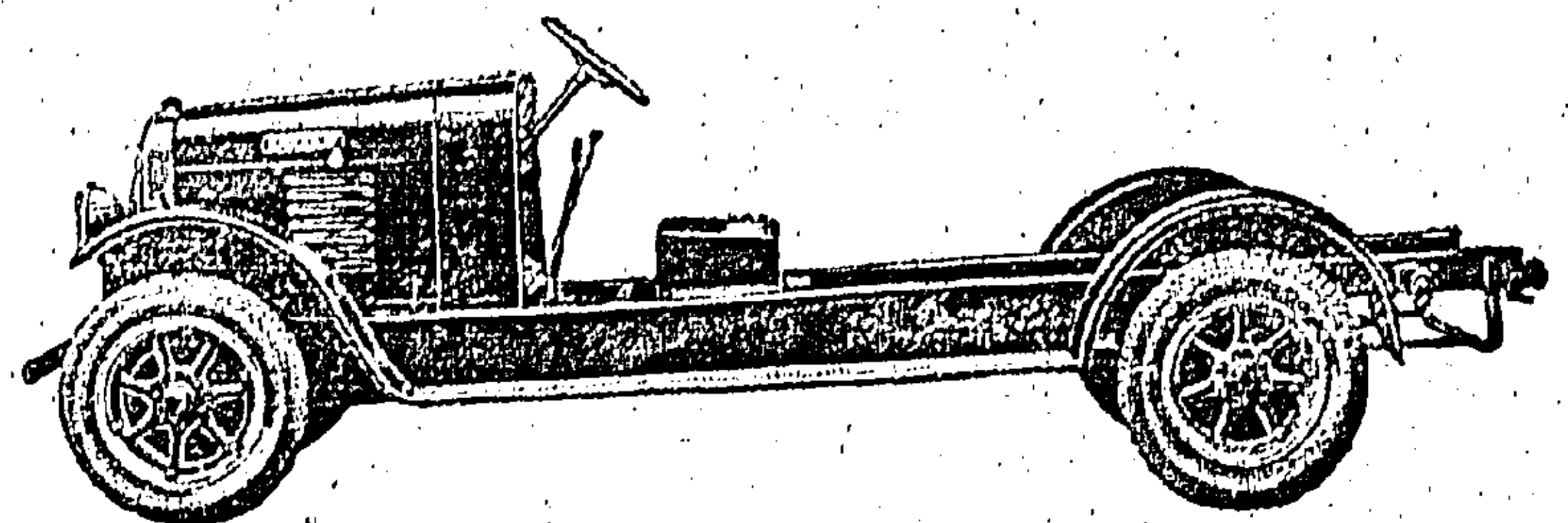
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The new Chevrolet Phaeton. The top can be easily and quickly lowered.



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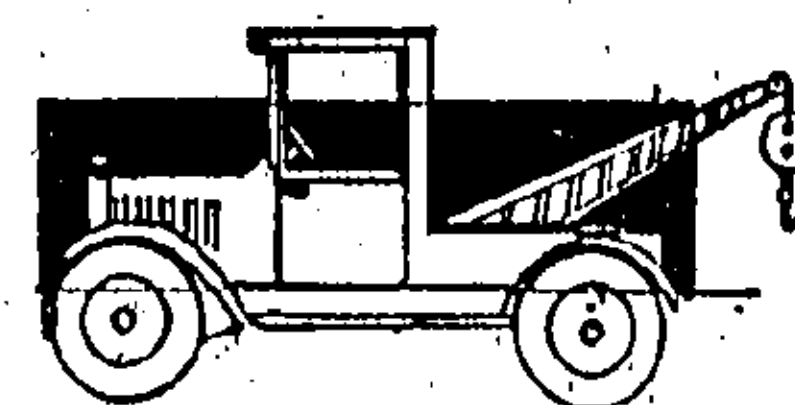
In other words —  
**ADVERTISE IN**  
"THE HONGKONG TELEGRAPH."

# Hongkong Telegraph.

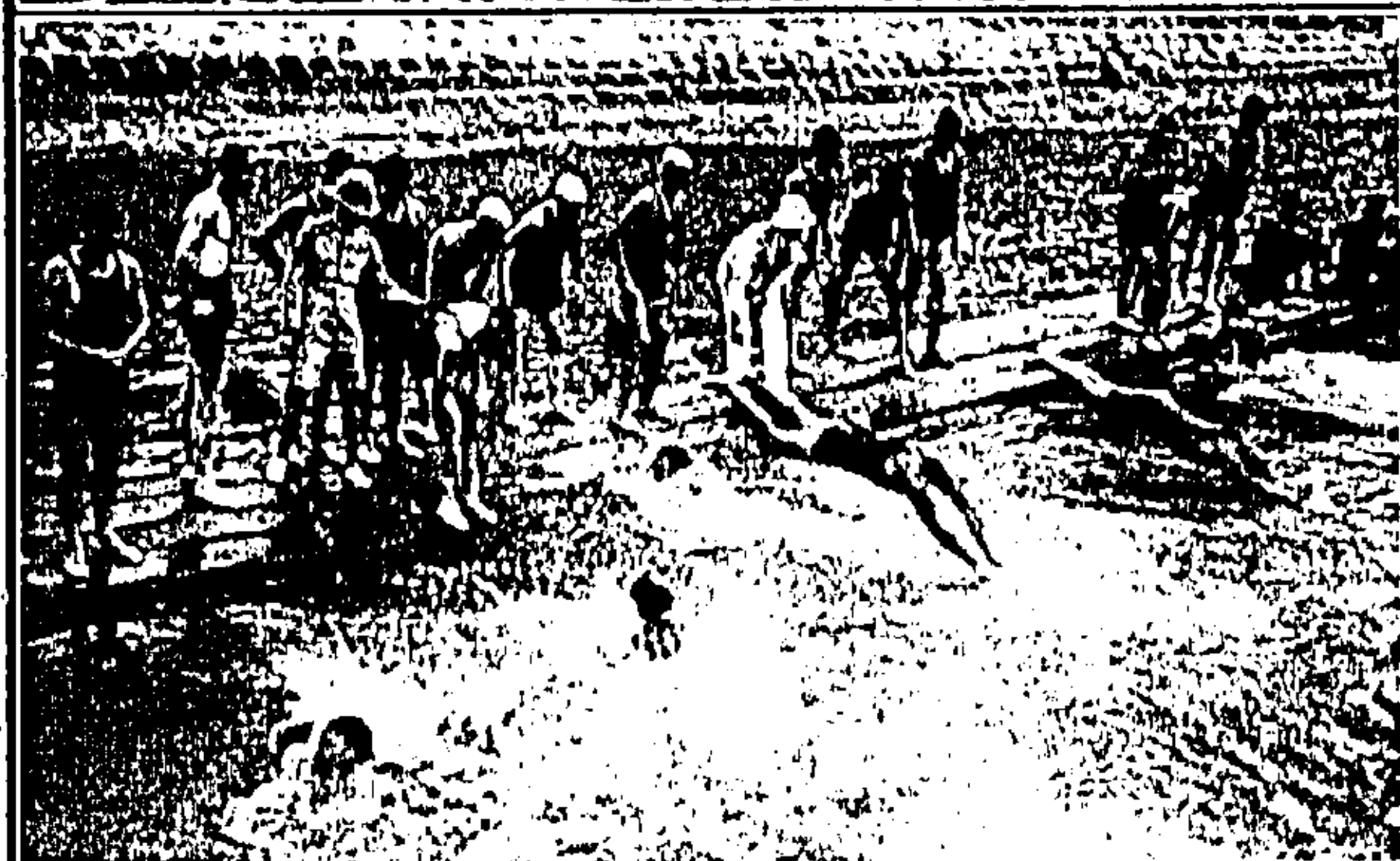
## Pictorial Supplement

August 10th, 1929.

IN CASE OF BREAKDOWN



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**LANE, CRAWFORD, Ltd.**  
For MODERN MOTOR SERVICE.



On Minden Day, men of the 2nd. Bn. K.O.S.B. had an enjoyable time when aquatic sports were held on the Kowloon Recreation Club's beach. Above are two photographs showing some of those who took part. (Photos: Mee Cheung).



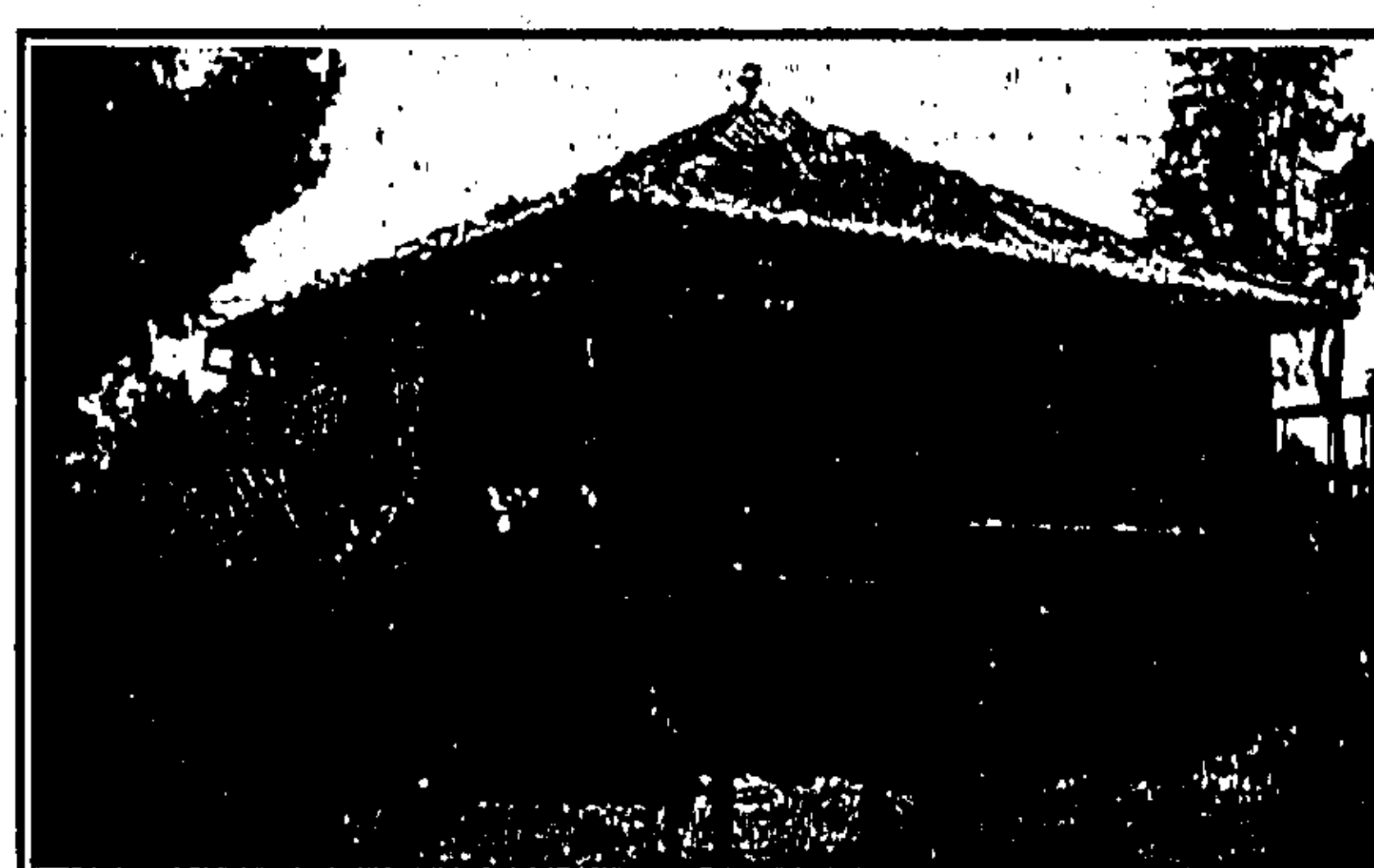
Picture shows the anti-Soviet parade in Canton. A military unit is seen passing in front of the Customs building, just before turning into Shakes Maloo, opposite Shameen.



Snapped at the Inter-Department bowls match between the Prison and Small Units, won by the former. (Phot: Mee Cheung).



Playing at home on Saturday, Craigower defeated Kowloon Dock by 29 shots. These pictures show the match in progress. The winners now head the League, in company with Civil Service. (Photos: Mee Cheung).



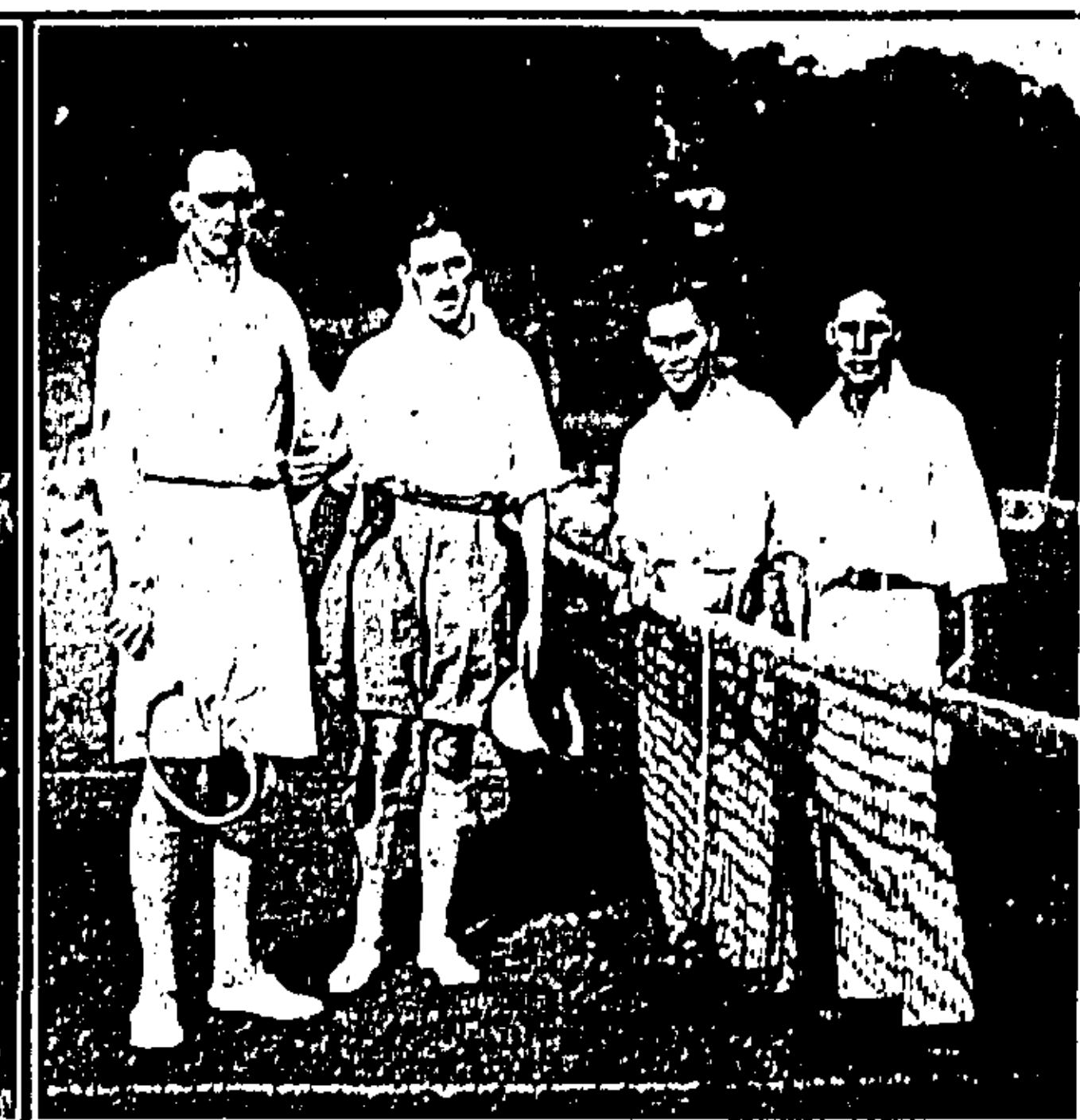
This photo gives a vivid idea of the damage done to one of the foreign houses by the recent explosion in Yunnan-fu.



Another picture of the same house as is seen above, taken just after the disastrous explosion.



Hongkong C.C. only sent two pairs to King's Park for their "C" Division match last Saturday, and lost by eight sets to one. Left, Bradley and Blaker (H.K.C.C.) and Ip and Ma (South China); right, Duncan and Parker (H.K.C.C.) and Ng and Choy (South China). Photos by Mee Cheung.



Here is an interior view of a foreign house at Yunnan-fu which had its roof lifted off as a result of the explosion.



Here are two snapshots of the bowls match between Kowloon Bowling Green Club and Kowloon C.C., played on the former's greens on Saturday. The home team won by 17 shots. (Photos: Mee Cheung).



This picture shows the tremendous hole caused by the Yunnan-fu explosion. All the photos of this disaster are by courtesy of the Welcome Studio.



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Clothes Made  
NEW**

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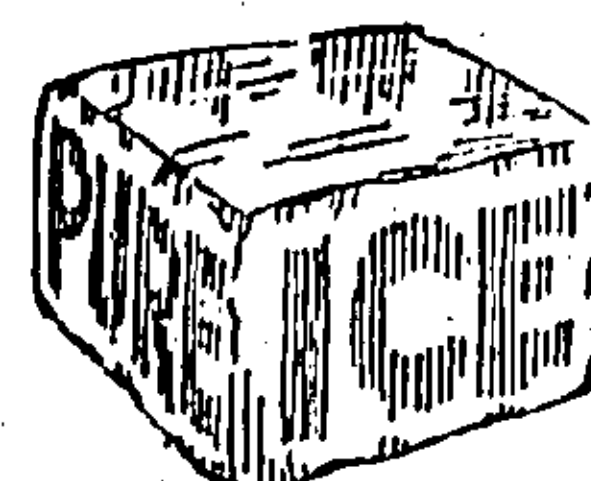
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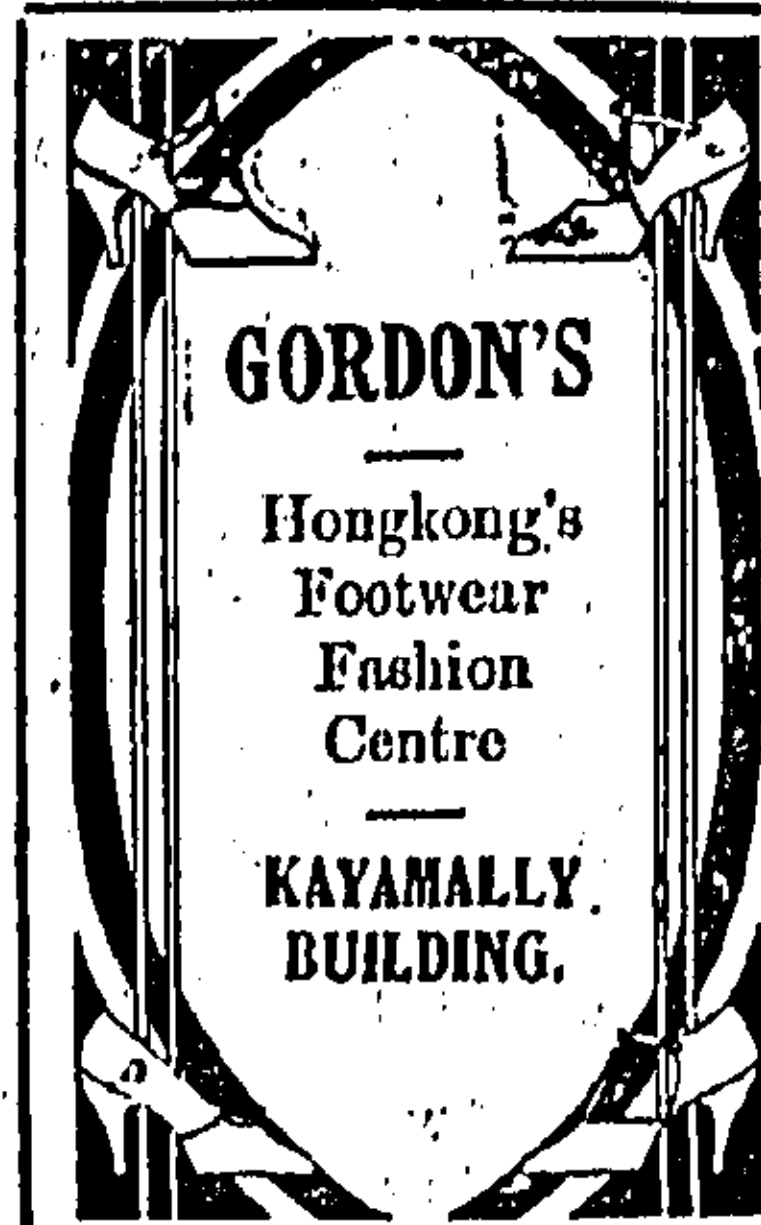
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**GORDON'S**

Hongkong's  
Footwear  
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Centre

**KAYAMALLY  
BUILDING.**



## MARY AND "DOUG."

### TO MAKE BIG PICTURE TOGETHER.

For the first time in 16 years Mary Pickford is to play the role of a leading lady. And the hero of the picture will be none other than her husband, Douglas Fairbanks.

For the past several years there have been repeated rumours and an equal number of denials that Mary and Doug would make a picture together. At last the rumours have won. They will start work on Shakespeare's "The Taming of the Shrew," with Doug playing "Petruchio" and Mary portraying "Katherine."

In a sense this film will take Mary back to her old Biograph days, as it was there that she used to play feminine leads opposite male stars. Since that time she always has been the star of every picture in which she appeared.

Wants Him to be Boss.

"I am going to be Douglas' leading lady in this picture because I think the man should be at the head of things," Miss Pickford says. "Ever since we have been with United Artists we have each maintained separate companies for our production activities. But for this picture, I am going to work for Douglas' company."

"We have wanted to make a picture together for a long time but were never able to get a story that suited us. Douglas' swash-buckling character and my sympathetic character wouldn't go very well together so we had to wait until we could get a story that would fit us both. In making the picture we are going to stick very closely to Shakespeare's original story and keep the entire film in a light comedy vein."

"The Taming of the Shrew" will be filmed in colour and will be an all-talking production, marking the second attempt of both in the talkie field. There will be no doubt about its audible success from Mary's angle. Her voice was proven good in "Coquette." With Doug it's a different story. His speaking prologue in "The Iron Mask" was anything but a success. However, it is understood that the United Artists' technicians have now learned how to record his voice and recent tests have proven it to be very good.

This step taken by Fairbanks and Miss Pickford is very apt to bring about somewhat of a revolution in the film industry. If two of the biggest and highest salaried stars in the business can combine on a picture and make it a financial success, other studios are quite likely to follow suit and team their stars for some productions. (This has not been done heretofore because executives could not see the sense of paying the salaries of two stars when one name was sufficient to draw crowds to the box office.)

"I would love to make a few



Mary Pickford and Douglas Fairbanks.

pictures with some of the big stars," declared "America's sweetheart." "I would like to work with Emil Jannings, John Gilbert and two or three others. It would be a great relief not to have to carry most of a film's burden on my own shoulders."

Contrary to the belief that when Doug and Mary made a picture together that film would mark their last appearance on the silver sheet, neither has any idea of retiring.

"I have never been so interested in pictures as I am at the present time," Mary remarked. "I am positively through with child roles unless I should make a film in which I start as a child and grow up. But I never will go out of my way to look for such a story. And as for retiring from the screen—well, that is the farthest thing from my mind right now."

#### Future Plans Uncertain.

"Neither Douglas nor I know what we will do after finishing 'The Taming of the Shrew.' I am quite sure I will make a modern picture of a more or less serious nature but I don't think Douglas

has any particular type of story in mind.

"Right now my biggest worry is that just when we are about ready to start our picture Douglas will decide he wants to go to Europe and drag me over there with him. He always wants to go some place but I guess he is no different than other men in that respect. All men seem to have wanderlust strains in them. Personally, I prefer to spend more time at home. When I get on a dirty train or start to get seasick on a ship, I think how nice it would be to be right here at home."

#### THE HAPPY MEDIUM.

By Dr. Albert Peel.

The art of living is the art of dividing life between the spheres of thought and action. The world is full of people like Henry James' millionaire, who said, "I have never had time to feel things. I have had to make myself felt," to people who have never had, and never made, time to "stand still and consider the wondrous works of God." It is not that all their hours have been fruitfully

## POEM WRITTEN AT SEANCE.

### THORNY PROBLEM FOR A GERMAN COURT.

A Berlin court has a thorny problem to solve. It is called upon to determine the ownership of a poem purporting to have been written by the poet Uhland—who died in 1862—at a spiritualistic seance.

The seance was held at the residence of the poet R. Meyer, and the spirit of Uhland is supposed to have placed the poem in the hands of the medium.

According to the sworn testimony of those present what happened is alleged to have been as follows:—The medium, who was in a state of trance, reported that the poet Ludwig Uhland was present, and was prepared to make a manifestation.

The spirit refused paper and pencil, produced a sheet of paper, took a pencil out of the closed bag of the medium and proceeded to write. The medium rose and moved about the room without going in the direction of the writing case. After a few seconds it was stated that Uhland was handing over the manuscript.

#### Expert Opinion.

The lights were turned up, and it was found that the sheet was of thick, mouldy paper, and contained in Uhland's characteristic writing a hitherto unknown poem entitled "The Return," and it was signed "L. Uhland, 1920." The manuscript was examined by experts and pronounced genuine. It was another piece of Uhland's handwriting to the clairvoyant Johannsen.

Johannsen declared that the two pieces of writing emanated from the same person, but that one had been written much later than the other under unusual circumstances. Asked as to the origin of the paper, the clairvoyant described the house where Uhland died, and a book out of which the paper had actually been torn.

The participants in the manifestation had been pledged to secrecy, but one of them, a writer named Georg, has broken the injunction, declaring that he stood next to the medium, and that the poem was placed in his hands. He now claims its return.

Herr Meyer, in whose residence the seance took place, also claims the manuscript, and the court has now to decide to whom it rightfully belongs.

occupied—far from it; but if only they had managed things better, they would have had periods of rest and refreshment which would have given them time to feel and to consider, and also made their active lives much more powerful. Robertson Nicoll puts the truth of the matter in two complementary sentences: "Most of us come late in life to the discovery that we can do much more than we are doing. The busiest man ought to be able to spend part of the day alone, frequently without doing anything."

Most of us, tinkers and tailors, bookmen and business men, could do more if we contrived to be quiet more and think more.



Myrna Loy, one of Warner Bros. most charming stars.

## WILSON THE "FUTILE"

### A VIVID BOOK ON THE PEACE.

An amazingly futile President Wilson—a schoolboy idealist in the hands of trained diplomats—a blundering, incompetent Colonel House his guide and assistant; a bewilderingly kaleidoscopic Lloyd George, and a vindictive and vengeful Georges Clemenceau, President of France, were the main characters in the international play which opened on November 11, 1918, and closed with the signing of the Treaty of Versailles on June 28, 1919.

This, at any rate is the interpretation given to what was, perhaps, the most fateful year in the history of this civilisation by Karl Friedrich Nowak, in "Versailles" (Collanz, 15s. net).

The author is German, his outlook and sympathies are essentially German, and the German angle of view is applied to the historic events throughout; yet the book may live when nearly all the other war books are forgotten, for the author has summed up the weaknesses of the Treaty (including the League of Nations ideal) with a rare sharpness of outline, and the foundations of the next great war laid in the ending of the last conflict are stripped bare.

#### Treaties Ignored.

Wilson comes to Europe to impose the same terms on victors and vanquished alike. All the commitments, secret treaties, and arrangements of the Allies made during the tense four years are ignored by him. He neither knows nor wants to know what England has promised France, Italy, or

Japan, nor the reason for which the countries mobilised their troops for battle.

Round and about him hovers constantly the figure of Colonel House, from Texas, "who seldom grasped or appreciated what was said to him on political topics, never recognised the core of a subject, never detected contradictions."

For a brief moment the President triumphs. He enforces the Covenant of the League of Nations on the assembled delegates of twenty-seven nations and leaves for home before the real struggle among the Allies begins.

#### France's Security.

Clemenceau is determined on security, a security to be enforced for all time by the shadow of a mighty French Army looming above a vanquished German nation. He is also equally emphatic that Germany shall pay to the uttermost farthing.

Lloyd George has no wish to be brutal to a beaten foe. His one idea is to fulfil England's pledged word to other nations and bring the British Army home. He is shown in an eminently reasonable light, bound unfortunately by his spoken pledge "to arraign the Kaiser and turn out the German's pockets."

It is significant, however, that the German author's treatment of the British Premier is more kindly than that applied to any other allied delegate at Versailles. He laughs at him as when he says: "Lloyd George, the well-groomed little man with the flowing white mane . . . obviously rather spoilt as regards the external comforts of life, and decidedly attached to them—for instance, his afternoon tea—yet he credits him, and the British nation generally, with the desire to reach a businesslike peace settlement. His most characteristic note was human sympathy."

## X-RAYS REVEAL A MASTERPIECE.

### PICTURE HIDDEN BY PAINT: REVELATION.

A portrait by Holbein, partly buried beneath a later re-painting, has just been discovered by means of X-ray photography.

The portrait is that of an ancestor of the present owner, who resides in London. It is described in the family records as by Holbein. Modern experts, however, have disputed the attribution hitherto, because the clothes worn by the sitter are Elizabethan, and, therefore, must have been painted after Holbein's death.

X-ray photography has now revealed an underpainting showing clothes and cap in fashions of twenty-five or thirty years earlier. This underpainting, which can be uncovered by a skilful restorer, is believed to be the Holbein picture of the family records.

The explanation of the over-painting is simple. The sitter, when he was painted by Holbein, was a young man recently back in England from the Field of the Cloth of Gold. He became a sheriff in later life, and Queen Elizabeth honoured him by visiting his house.

He was so pleased with his new dignities that he decided to have his sheriff's robes painted over the clothes in Holbein's picture, and, as Holbein was dead, he employed another artist to do the work.

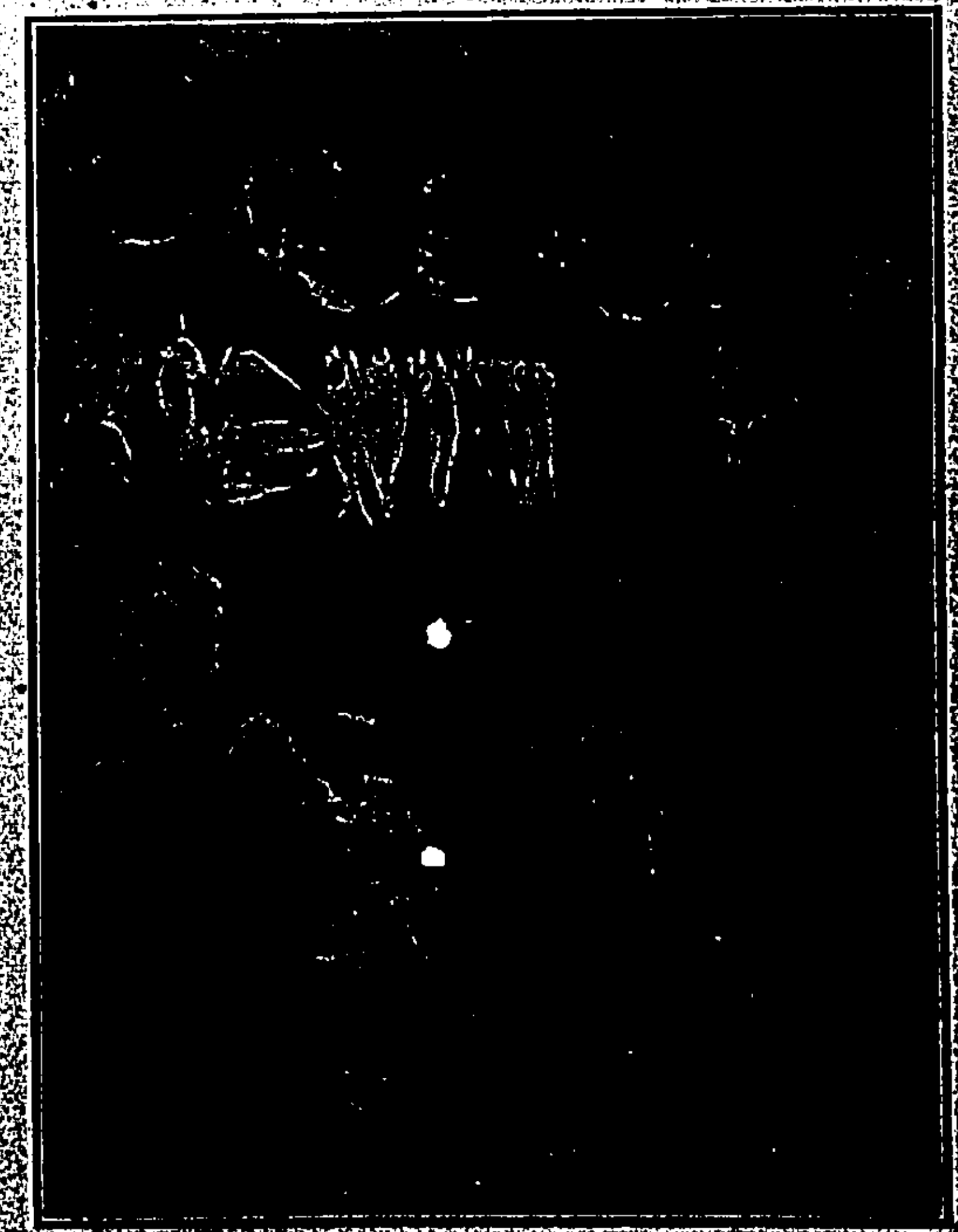
The task of removing this over-painting is one of extreme delicacy, but it is not beyond the skill of modern scientific restoration.

Holbein painted five members of the sitter's family, and this portrait has been handed down as an heirloom for nearly four hundred years. If the Holbein underpainting is uncovered successfully the portrait, as a recorded pedigree picture, might be worth from £50,000 to £100,000.



The Hay Harvest in Hampshire.—Haymaking began early in many parts of the Old Country, and fine weather enabled crops to be carted. Our picture shows a scene at Micheldever, where haymaking was in full swing under an almost cloudless summer sky. (Times copyright)

## GLIMPSES OF NATIVE LIFE.



Intent purchasers at a Chinese shop in West Point. (Photo: W. A. Stone)



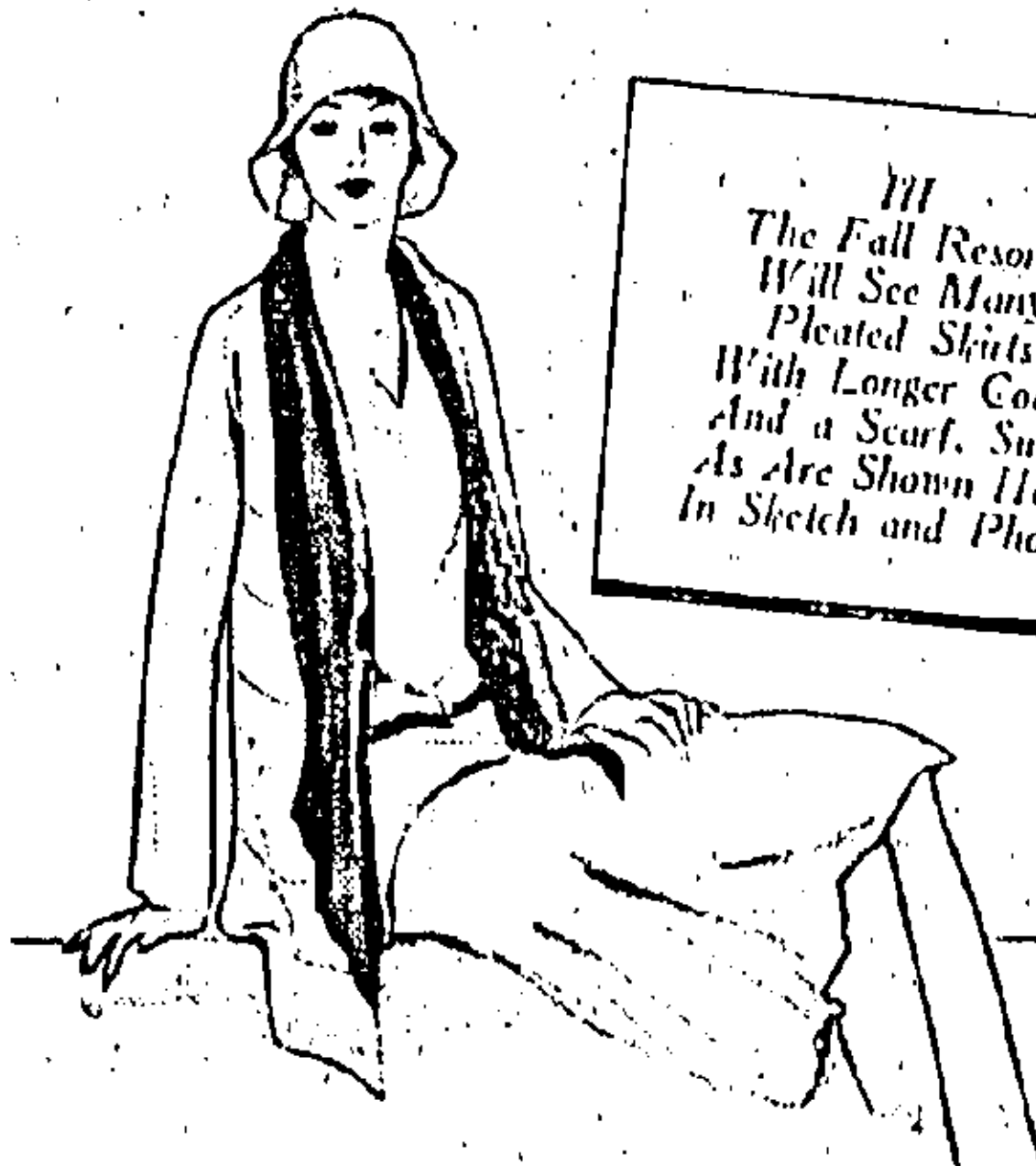
# Mid-Summer Styles From France Show Fashion's Trend for Fall



I  
Velvet and Georgette  
Make This Paris Model  
An Interesting Study  
In Royal Blue  
And Pinkish Beige.



II  
Radically New Is This Intricate  
Evening Gown Of Shining White  
And Silver Brocade.



III  
The Fall Resorts  
Will See Many  
Pleated Skirts  
With Longer Coats  
And a Scarf. Such  
As Are Shown Here  
In Sketch and Photo.



V  
Effective Hues  
Add Distinction  
To This Picturesque Evening Gown  
With Bodice and Upper Skirt in White Satin  
And Three Flounces in Varying Shades of Green.



VI  
This Graceful Cheruit Model of Yellow Tulle  
Adds Sophistication to a Youthful Wearer.  
Clever Fashioning Is Seen in the Full Skirt,  
Simple Bodice, Soft and Natural Waistline.



All the Gowns  
On This Page  
From Mary Walls,  
New York Couturier.



IV  
An Afternoon Black Velvet  
Takes a Suggestion of  
Ecru Lace for Trimming.  
Its French Subtleties  
Are Revealed Here in  
Sketch and Photograph.

THERE are no dull seasons, sartorially speaking, in the smart woman's year. She is ever alert for the first manifestations of a new vogue. Her eye is so trained that it catches every detail, and her mind is so alert that she senses a trend and accepts it before it is recognized by the less style-conscious woman.

This is the time to look forward, to study the new lines, materials and colors, and to buy with eyes on the future rather than upon the established summer modes. Remember—there is no rest for the really smart woman.

The waistline is rising—have no doubt about that, and in many instances it is calling attention to its exalted position and making that the feature of the gown.

Skirts are longer—even those for sport and for street now cover the knee and give no sense of abrupt abbreviation. Those for afternoon are considerably longer—usually in the back or on one side, and those for evening may trail all over the floor before the winter is over.

The circular cut is very much featured in skirts, because it achieves that easy, graceful line that is so very desirable. Intricate cuts, odd godet effects, rippling tiers, and alternated plain and pleated sections are also smart. And don't forget that the peplum is making an appeal for fashionable recognition.

The gowns pictured here were selected by Mary Walls, New York couturier, as being important and significant French interpretations of the newest trends in clothes.

I. A NEW type of velvet, which shows a check of velvet and georgette crepe in royal blue and pinkish beige, is used to excellent advantage in this Paris model with the bows and the scarf cut in one with the blouse. The bows and scarf are lined with crepe to match the light check.

II. RADICALLY new is this evening gown from Augusta Bernard, with its long train cut in two deep scallops. The plain portion of the gown is deftly manipulated with geometrical folds, and the flounce is extremely circular in cut.

The material is most seductive—a white and silver brocade that has weight and takes beautiful folds, but has absolutely no stiffness.

III. THE type of suit that is going into the Berkshire and into the smart mountain resorts this fall is this model of basket weave in a soft, light green, with a pleated skirt, a fairly

long coat with horizontal folds, and a crepe de chine blouse, to match. A gay touch is added in the scarf which comes in two shades, a brown and a gay Chinese red. A modernistic buckle of Chinese red fastens the belt of the blouse.

IV. NO ONE can ever wonder at the popularity of black velvet after seeing this delightful afternoon model from Blanche Le Bouvier, with the chic peplum, and just a suggestion of fine ecru lace, applied in the discreet French fashion. The bow at the waistline in front, and the tiny buckle of brilliants at the back, proclaim the French genius.

V. HERE the color effect is more original than the line. The bodice and upper section of this skirt are of heavy white satin. The three flounces are of three different shades of green, shading from a fairly deep green lace with a bold white figure, to a medium green shadow lace, and a hem of very light green tulle that is almost yellow. Around the oval neckline is a tiny yoke of green lace, and a fold of green panne velvet. Four fascinating white satin flowers with green centers form the corsage at the hips.

VI. THIS charming model in yellow tulle from Cheruit would add dignity to a youthful wearer. It features a very full and irregular skirt, a simple bodice with a becoming V neckline, and a marvelous sash of green, gold and a dull rose color. Here is the natural waistline, and the very smart treatment of tulle, flat, rather than fluffy like a ballet dancer.



## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

# Hongkong Telegraph.

## Pictorial Supplement

August 10th. 1929.

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**MACKINTOSH'S HAVE AN  
ANNOUNCEMENT OF  
INTEREST TO MEN ON  
PAGE SEVEN.**



"Twist Sea and Sky." That is the title of this excellent picture, forwarded by Mr. E. E. Benham, Hongkong Club.



"Pals" is the appropriate title of this photo, sent in by Mr. G. W. Arnold, Kowloon.



Mr. W. G. van Oyen forwards this happy snapshot, described as "A Young Dutchman at Repulse Bay."



"Marooned" is the suggested title for this effective study, sent in by a lady signing herself "A.M.C."



"So long, meet you on the raft," says this little mite, snapped at Repulse Bay. Forwarded by "D.L.S."



"My dear, you should try one of these," says the little chappie with the life-belt. Sent in by "D.L.S."



"The Big Parade" is the designation of this picture, sent in by "H. S." All eyes are on the lady, as the newspapers put it.



**Are  
YOUR  
EYES  
Tired?**

Eyesight is your most precious possession. Safeguard it!

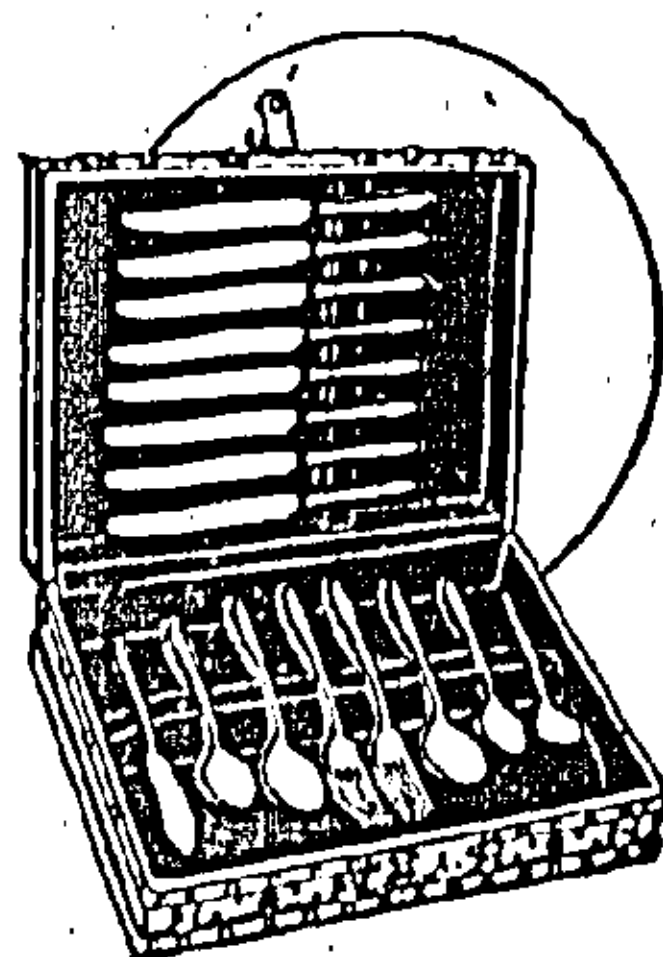
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ULLMANN'S ESTABLISHMENT IS JUSTLY FAMED FOR ITS ATTRACTIVE SELECTION OF USEFUL GIFTS



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ALL OCCASIONS

You are cordially invited to inspect.

**J. ULLMANN & Co.**  
CHATER ROAD.

# Whiteaways



**Special  
Sale Offer  
IN  
THREE KNOTS  
HOSE**

Broken ranges in Various  
Sizes and Colors. Usual  
Prices . . . \$2.25 pair.

**SPECIAL  
SALE  
PRICE**

**\$1.50 pair.**



"Full House" is the title of this sampan-full of bathers. The picture is forwarded by "H. S."



Mr. A. A. Rumjahn, a keen amateur photographer, forwards this picture. He entitles it:—"Gee, it's great!"



An extremely happy picture forwarded by R.M.S. Turner, R.A. "A Chip of the Old Block" is the title which he gives it.



Here is another excellent photograph sent in by R.M.S. Turner, R.A., who entitles it "The Sand Boy."

(All the above photographs have been entered for the "Telegraph" Bathing Picture Contest. The result will be announced on Monday.)



## NEW DETROIT IN ESSEX.

## Britain's New Place in Motor Trade.

Mr. Edsel Ford, Mr. Henry Ford's only son, cut the first sod on the site of the new works at Dagenham, in Essex, last month. This great enterprise, which has been talked of for years, has now begun, and about three years hence there will be in operation there the largest motor factory in Europe. Mr. Ford's intention is to manufacture at Dagenham all the various types of Ford cars necessary to supply the European and Near Eastern markets.

There will be three very large factories—the manufacturing plant, the assembling plant, and the foundry—as well as blast-furnaces, coke ovens, fire-house, and boiler-house. The site covers 300 acres along the river, about ten miles from London. It is excellently placed for transport and distribution. The Ford Company state that when the works are in full production they will employ about 15,000 workpeople. Mr. Ford has announced that his English employees will be relatively as well paid as those in America, the difference in the cost of living in the two countries being borne in mind. It is estimated that the factory will need to produce something over 150,000 cars annually to satisfy the export trade alone, the total production of cars and commercial vehicles being very much larger. This will be the only place outside Detroit where all the manufacturing processes are carried on, the other Ford establishments at Manchester, Cork, and on the Continent being assembling factories.

## Three Years to Complete.

The construction of the works will take about three years to complete. It was stated to-day that orders to the value of £120,000 have been placed for levelling and excavation, road and railway embankments, bridges and other work which will give immediate employment to 2,000 or 3,000 men. Contracts to be

placed in the future will bring the total money spent in England by the company to about £2,500,000. Since the war there has been great industrial development in this part of Essex, many factories having risen on the wind-swept flat lands on the fringe of East London. A few years ago the Dagenham Reach where in the past so many attempts have been made to stem the tidal waters of the Thames, was an extremely remote and desolate spot. Great concrete factories have been opened of late within reach of the modern Dagenham Docks, and before very long industrial London will have spread out solely to this point, and perhaps still lower down the river.

The housing of the thousands of workpeople who will be employed on the construction of the Ford works and in the factory is a difficult problem, but arrangements that have been made are expected to solve it. The London County Council is carrying out a housing scheme at Dagenham, and have just decided to build an additional 1,500 houses. A Cardiff firm is to put up 1,500 more, and the local authority another 400. There is a good deal of unemployment in the district which will be relieved by the Ford enterprise.

## The First Sod Cut.

A large company of people interested in the motor industry was present when young Mr. Ford cut the sod on what is now a piece of waste ground close to the river. He put so much vigour into the sod-cutting that he bent the silver spade which had been presented to him. He straightened the spade out again, and began afresh without the least embarrassment. He made a short speech, in the course of which he said: "I hope that our establishment here will help to bring about those relationships between the United States and England which we are so anxious to have. This development is very near to our hearts in America, and we hope that we shall see progress from now on in a very rapid way."

Sir Percival Perry, the chairman of the English Ford Company, described the new works as opening a fresh chapter in Great Britain's industrial history. To-day, he went on, we look out upon more than 300 acres of undeveloped land; to-morrow, as it were, this same site will be sending forth to all parts of Europe and Asia Minor 200,000 motor vehicles a year and finding regular employment for more than 15,000 men. The works which we are inaugurating will be the largest motor factory in Europe. Such a gigantic project is bound to stir our imagination with pride, and the significant result of this great development will be to place Great Britain in a class as a producer of cars comparable only with America.

## House Refuse for Power.

"The meaning of this new Ford development is that Great Britain from now on will be the pivot on which the Ford business with Europe and many other parts of the Eastern hemisphere will turn. This country, through the great new factories at Dagenham and Cork, will supply itself, Europe, parts of Africa, and Asia Minor with Ford cars, trucks and Fordson tractors. This development cannot fail to have the most profound influence upon employment in this country and upon industrial conditions in a much wider field.

"There will be many novel features connected with our new works. It will possess its own power plant of 30,000 kilowatts, its own foundry manufacturing and assembly plants, and further, Mr. Henry Ford has decided entirely to eliminate that indescribable nuisance which joins our site and is known as 'the South Hornchurch refuse dump.' We are going to demonstrate to Great Britain how power can be generated out of ordinary house refuse. We are erecting at a cost of half a million pounds a refuse destructor and special boiler plant which will consume 1,000 tons of house refuse a day, when converted into steam, will be utilised for the purposes of generating electricity. We expect to generate more power than we shall consume in our own factory, and hope to be able to negotiate with the electrical powers that be to take our surplus electricity for sale to the public at a price much lower than has hitherto been charged."

## MOTORING "CRIME" WAVE.

## English Court Figures.

English motorists paid £97,603 in fines in the last half of 1928, according to returns from the Home Office.

The fines were imposed in 135,241 cases, the most numerous of which were under the heading of "lighting," there being 36,078 of these. Only 926 cases of "drunkenness while in charge of a motor" are shown.

A Ford Tudor sedan, driven by Paul Tholstrup, won the 1440-mile race from Copenhagen to Paris and back, at an average speed of 44 miles an hour. Another Ford ran second.

All Buick exhaust valves are of "S" steel—the type used in racing automobiles, aeroplanes, and other engines which are required to endure severe usage.

## ACCIDENTS HALVED.

## Safety First Effective.

According to a report just received from General Motors Corporation, there were only eight accidents in their plants during last year, which is just one-half the number in 1927. The record is unusual, especially when it is considered that General Motors has 220,000 employees in its plants.

In Australia (as in other countries) welfare work and safety-first facilities characterise all five assembly plants of General Motors (Australia), Pty., Ltd.

## COMMON AS DIRT.

## Gems as Road Metal.

## VIOLET STREETS.

There are some parts of the world where the streets are literally paved with gems.

One is in Bahia (Brazil), where the chippings from the amethyst workings are used as road gravel. Gem cutters and polishers have mined and handled 9,000 hundred-weights of amethyst, and whole streets, which are paved with the waste material, have a violet sheen. In Siberia, opals are so plentiful that grades are used as gravel, and in Australia roads are paved with the waste from the beautiful serpentine and asbestos stone.

## BUICK POPULAR.

## Favoured by London Critics.

## LARGE SALES.

That the new Buick, especially the new body style, has struck the popular fancy of the British public is evidenced by the many unstinted, favourable comments that have appeared in the British press since the advent of the new car.

"The 1929 coachwork is probably amongst the finest which America has yet given us," says a writer in the *New Statesman*, a popular London review of politics and literature. "It is designed throughout," he continues in part, "with a practical eye on the probable demands of the owner, and embodies every conceivable convenience and gadget."

Buick cars for many years have been setting a pace in England which the British manufacturers have been unable to maintain. Buick's tremendous power and flashing speed, its dependability and beautiful body work have

created a new standard for the English motorist.

Many British automotive writers frankly admit the Buick supremacy. Says the *New Statesman*:

"More than this, the Buick has achieved such very large sales to buyers of this particular type, that in self-defence a great many of the British manufacturers have been forced to copy its general layout and specifications. And with the usual fate of more copyists, they have by no means always produced copies as sound as the original."

"We all know that when the seas were re-opened (following the armistice) the Buick instantly became the favourite purchase of the man who is wealthy in a betwixt and between sense. It is not an ostentatious car. It is not really expensive. It will last for a good number of years if one dislikes an annual change of car."

"It is entirely reliable. In other words, when a practical man wants a car that is roomy and good, and needs it for use rather than to advertise his financial position, there is no reason why he should buy anything better than a Buick—and at the money he cor-

## PRESSURE OILING.

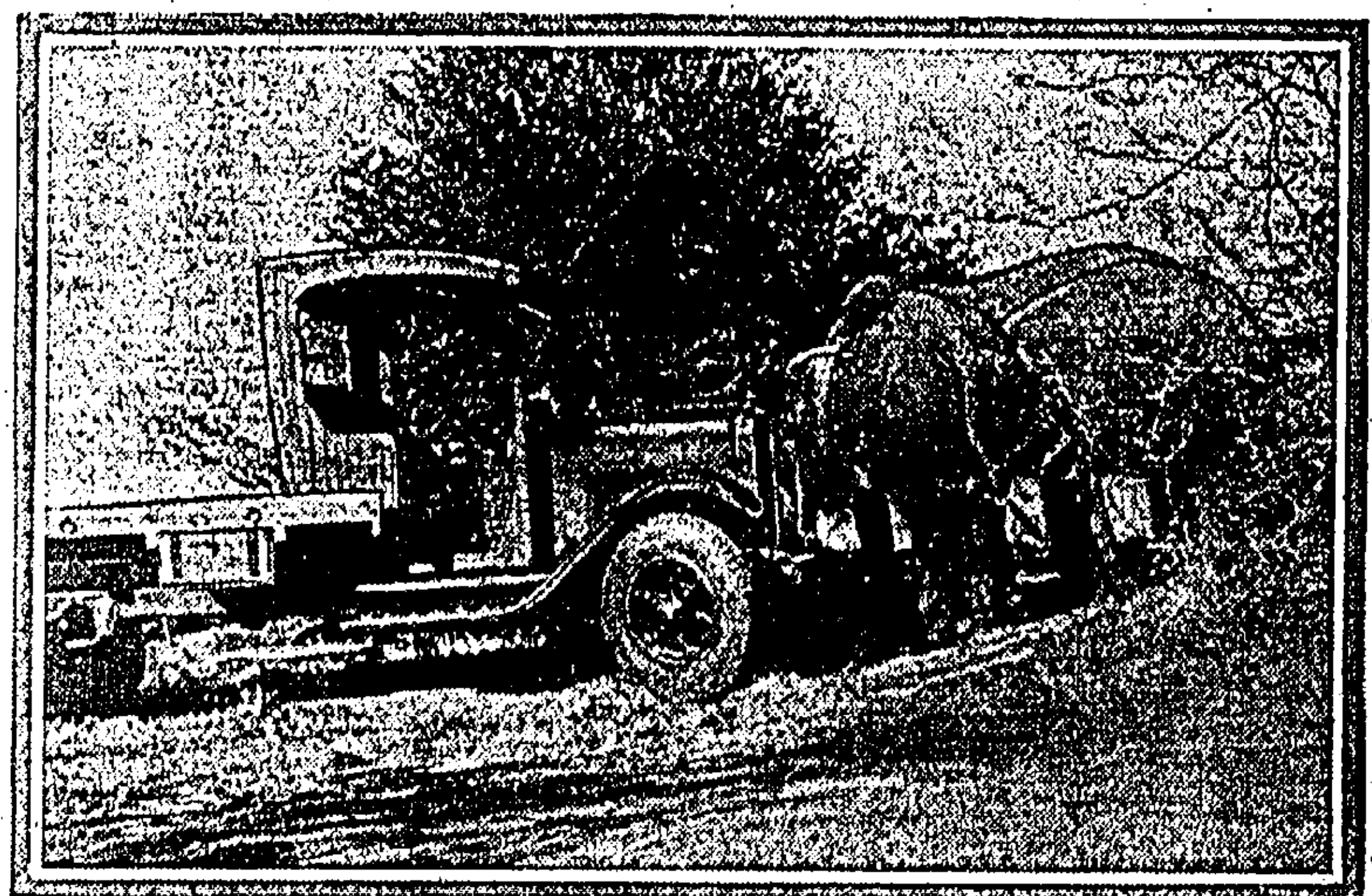
## Work at High Speeds.

Many older model cars in use to-day do not have a pressure oiling system to provide positive lubrication to all parts at high speeds. This deficiency can be partially effected by the driver. Instead of keeping the foot on the open throttle at maximum speed, it should be lifted occasionally. This creates suction above the piston which draws lubricant from the crankcase up the cylinder walls. It is a good thought to carry along on the touring trip when much driving is done at relatively high speeds.

tainly cannot obtain anything better."

This high valuation of Buick is not confined to England, it is shared by the motorists on the Continent, in France, Germany, Italy and the Scandinavian countries, and it justifies the optimistic predictions of factory officials that the 1929 export business will be the greatest in the history of the Buick organization.

## INSPECTING A G.M.C. TRUCK IN SOUTH AFRICA.

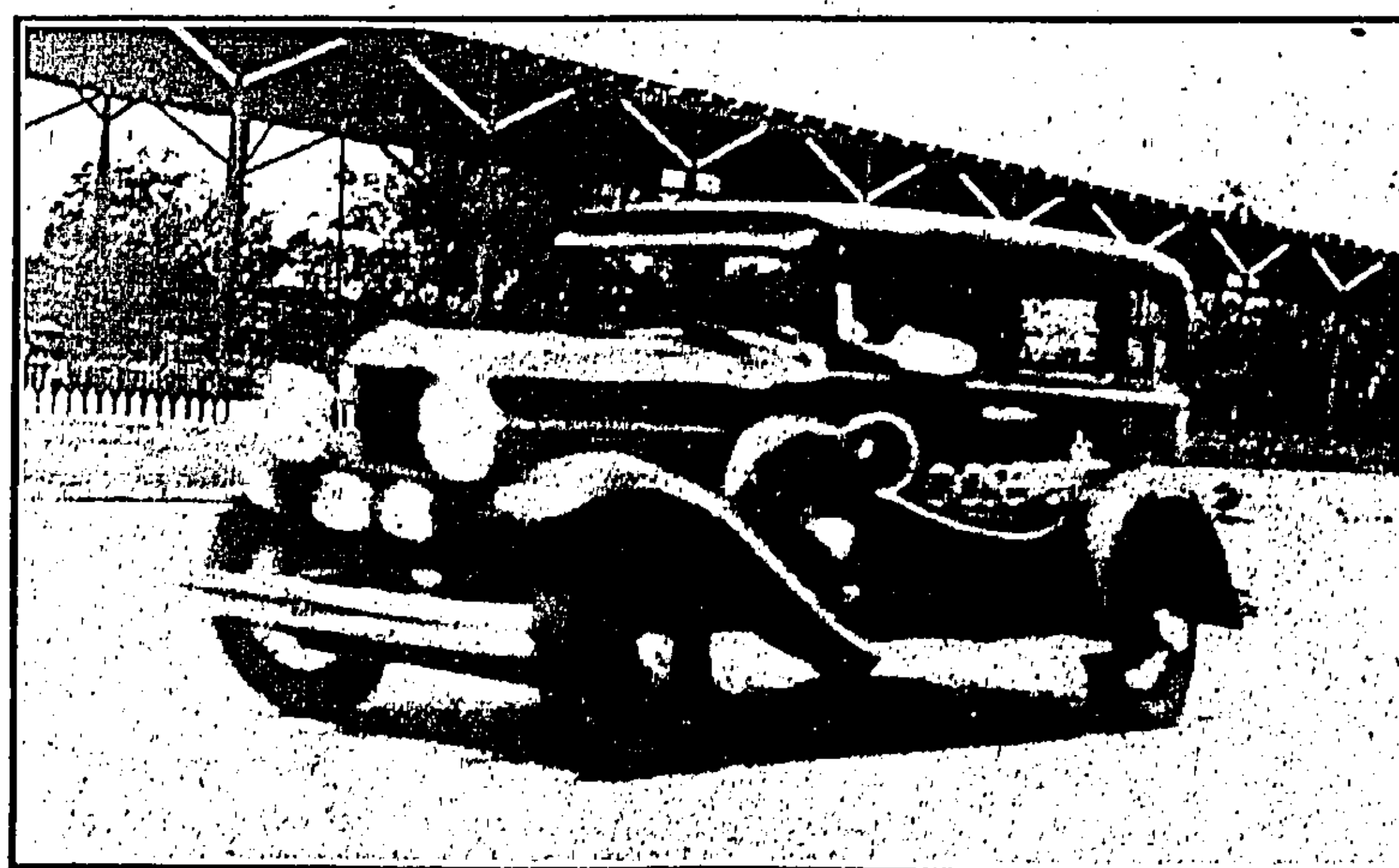


A South African investigation committee surveys the mechanical features of a GMC truck.

## The Record-breaking ROOSEVELT is now on Show.

THE STRAIGHT "EIGHT" WHICH RAN FOR EIGHTEEN DAYS WITHOUT STOPPING!

## AN "EIGHT" AT THE PRICE OF A "SIX"



The Roosevelt sedan which broke all records for sustained automotive performance on the Indianapolis Speedway near the finish of the grueling test.

BUILT BY THE MAKERS OF THE FAMOUS MARMON CAR.

THE Marmon-built Roosevelt straight-eight sedan which broke all automotive non-stop endurance records on the Indianapolis Motor Speedway was stock in every mechanical detail, and was completely equipped "ready for the road" with two extra wire wheels, tyres, tubes and covers, shock absorbers bumpers front and rear, and trunk rack.

After the start of the test at 10 a.m. June 12, 1929, the Roosevelt continued to circle the famous two and one-half mile brick oval under its own power, and at the end of over eighteen days running under the full supervision of the American Automobile Association, was only stopped from continuing by one of the worst storms ever experienced in the locality.

THE engine of the car was a standard Roosevelt straight-eight with a piston displacement of 201.9 cubic inches and a bore and stroke of  $2\frac{3}{4} \times 4\frac{1}{4}$  inches, developing 70 horsepower at 3200 revolutions per minute. The crankshaft main bearings are five in number, each  $2\frac{3}{4}$  inches in diameter, bronze back with babbit faced.

Elimination of torsional vibration was assured throughout the test by the high-frequency oscillation modulator perfected by Thos. J. Little, Jr., Marmon chief engineer. The modulator is standard on every Marmon-built engine.

Springs and shock absorbers were of strictly stock construction and were not even specially adjusted for the unusually rough surface of the speedway brick track.

## SMOOTH POWER

DON'T DELAY, BUT ARRANGE FOR AN EARLY DEMONSTRATION OF THE "ROOSEVELT"—THE TRULY SUPER-CAR.

the  
**Roosevelt**  
MARMON-BUILT

(SEE SPECIAL ARTICLE ON PAGE ONE)

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SOLE DISTRIBUTORS FOR HONGKONG & SOUTH CHINA.  
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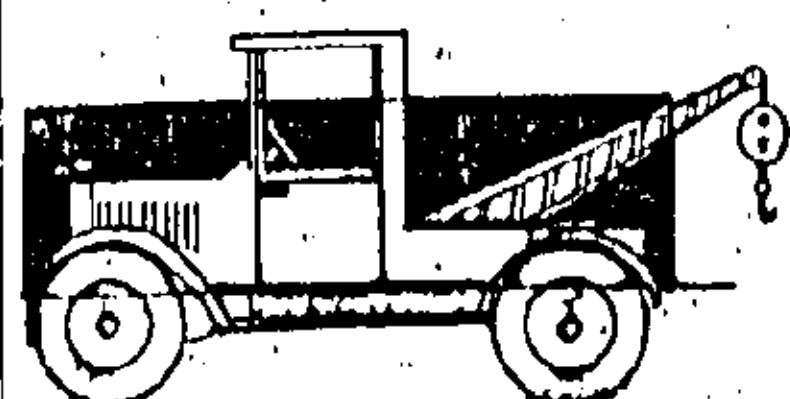
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PERSONAL and PRACTICAL  
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LARGE STOCK OF SPARE PARTS CARRIED.

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## NOISE CONQUERED IN CARS.

Intensive Research by Motor Industry.

EXHAUST SYSTEMS IMPROVED.

Compression noise—one of the biggest problems in the automobile world—is being attacked successfully as a result of intensive research work going on within the industry. This assurance is given by engineers and service men who have made an exhaustive study of the situation. A study of compression noise shows that it is at its maximum during acceleration over certain speed ranges which may vary for different makes of cars or even for the same make of car under varying conditions. Practically all high compression engines become quiet when the car attains its rolling speed.

One thing that is stimulating interest in the process of eliminating power noise is the fact that the problem is believed to have been virtually overcome by one of the large manufacturers. Competitors are studying this car as they have never studied cars before, searching for the clue to the solution. Better driving is regarded as merely a temporary remedy, but it is being advocated nevertheless, since it has not been established whether the mechanical remedy is something that will be available to present users.

**Solution in Exhaust.**  
Suspicion points to the muffler, many engineers believing that the exhaust gases of higher speed, higher compression engines have placed too great a burden on the exhaust system. This accounts, in part, for the number of muffler changes within the last two years, some concerns having gone from mufflers that have served them well for years to types embodying radically different principles of silencing.

Many experts are surveying the possibilities in insulating the mufflers from the frame, and some owners already have made such a change. The practice is to hang the muffler from the frame by means of metal brackets, but this arrangement is thought to encourage the telegraphing of exhaust noises to the chassis and, of course, to the enclosed body. Heat at the muffler complicates the problem, but some experiments are being made with composition materials which may overcome this objection.

High compression is desirable from the efficiency as well as the

performance standpoint. It contributes to safety by making the engine an effective brake when going downhill. With these outstanding points in its favour, engineers are willing to go to almost any limits to silence the compression noises rather than to turn about face at this stage of automotive progress.

### How a Muffler Works.

The burden on the present-day muffler is due to the need for handling a greater volume of more highly compressed charges that are exhausting at a more rapid rate. A muffler merely provides a means whereby gases can expand by degrees rather than to exhaust and expand rapidly into the air directly after leaving the combustion chambers.

At the present moment the situation is shown to be one of overloading. The muffler has more work than it can do. As a result, the expanding gases set up vibrations in the muffler parts and go through a large portion of their expansion after they leave the muffler itself.

### Preventing Overloading.

If the final exhaust pipe is not large enough or if it has a peculiar shape it, too, may add to the power noise and cause passengers to complain of droning and drumming. During acceleration, especially between thirty and forty miles an hour, this noise may become a deafening roar. Strangely enough, at higher speeds many high compression engines seem to run quietly.

Two leading manufacturers have provided a partial cut-out which helps to take care of this problem, and it is a plan which may be tried by any owner who finds his engine and exhaust system bothersome. By providing a by-pass around the muffler for about half the exhausting gases the muffler is spared the ordeal of being overloaded. The results are very noticeable to the passengers.

Many owners have noticed that power noises moderate after a car is broken in especially after it has been driven 5,000 to 10,000 miles. This is explained by the fact that an accumulation of carbon in the muffler takes the sharp edges off the plates and rounds out the corners.

## CAR MAINTENANCE.

Problems for Owners.

### TOO MUCH ATTENTION.

One of the chief things that concerns the owner driver is the maintenance of his car writes the Hon. Maynard Greville. I am continually being asked by motorists how often they should grease this, and oil that, in various makes of cars; when they should decarbonize their engines and grind in their valves, or how often they ought to change their sparking plugs.

One can never lay down the law on this matter as so much depends on the car and the way in which it is being used. The personal factor will come into it to a large extent also. Some owners seem to be able to run their cars with a minimum amount of attention, while another man with exactly the same car is always in difficulties. One man may be cured with continual squeaks and rattles, while another never seems to have heard of these little trials.

Experience is really the only thing that counts. In my opinion over attention is just as bad as neglect. Every car has its weak points, and the curious thing is that no two cars, even of the same make, year and model, seem to have the same weak points.

The man who takes the trouble to find out what is likely to fail first on his vehicle, is the man who is likely to have the least trouble in the long run. The man who is always removing his cylinder head to see if the pistons are still there, is never going to have a really good engine, but the man who knows that his clutch withdrawal mechanism is liable to dry up in 500 miles and lubricates it accordingly is on the right track.

**The Grease Gun.**  
There are parts of a car that will always need a certain amount of attention. Though, of course, manufacturers are gradually eliminating these. The old business of going round with a grease gun is dying a hard death, but it is dying all the same, and in a few years time I hope that no owner-driver will be asked to go in for the barbarous practice of crawling about under his car to lubricate vital parts of the transmission.

The general principle that I always adopt is to leave a good en-

gine alone until it shows signs of wanting serious attention. This does not mean that one is to neglect it. The ordinary instruction book that is sent out with every make of new car will give a good indication of what is required to keep the vehicle in decent running order, but even this must not be adhered to too rigidly. If one followed the dictates of most instruction books to the letter one would never be on the road at all, but always oiling, greasing, or tightening something.

If definite signs of trouble appear, do not ignore them, even if you are able to surmount the trouble temporarily.

For instance, for some reason a car which is normally an easy starting one, may refuse to fire one morning. Probably drastic treatment will get it started at last, and many motorists are then inclined to leave well alone and not take any trouble to find out the cause. There is always a reason for those sudden symptoms, and a few minutes spent at one's leisure to find out will be well spent time.

**Plug Points.**  
The points of the sparking plugs may have burnt so that they are too far apart, or the make and break may want adjustment, and any symptoms, such as difficulty in starting, should be attended to at once.

Again a squeaking shackle should not be ignored. It is possible that it will cure itself in time, but this will be at the expense of the shackle pin and bush, and the next time the car goes in to have an overhaul it will be found that they are badly worn, and now ones will be required. If there is a squeak or groan in one of the shackle pins it means that oil is wanted there.

One thing that driving can affect more than any other is the wearing of brake linings. Some people will wear out brake linings on any car in a very short time, while others in the same vehicle will be able to go thousands of miles further. People who wear their brake linings out quickly are very prone to blame the car, and it never occurs to them that their driving may have something to do with it. Try to drive a little more on the engine, and less on the brakes, and you will find greatly improved results.

Finally we come to the vexed question of decarbonization. There is too much of this done. As a matter of fact, most cars can go very much further without decarbonization than is generally allowed and they will be much better for it.

Of course, if there is an obvious falling off in power something should be done, but unnecessary decarbonization only unsettles an engine.

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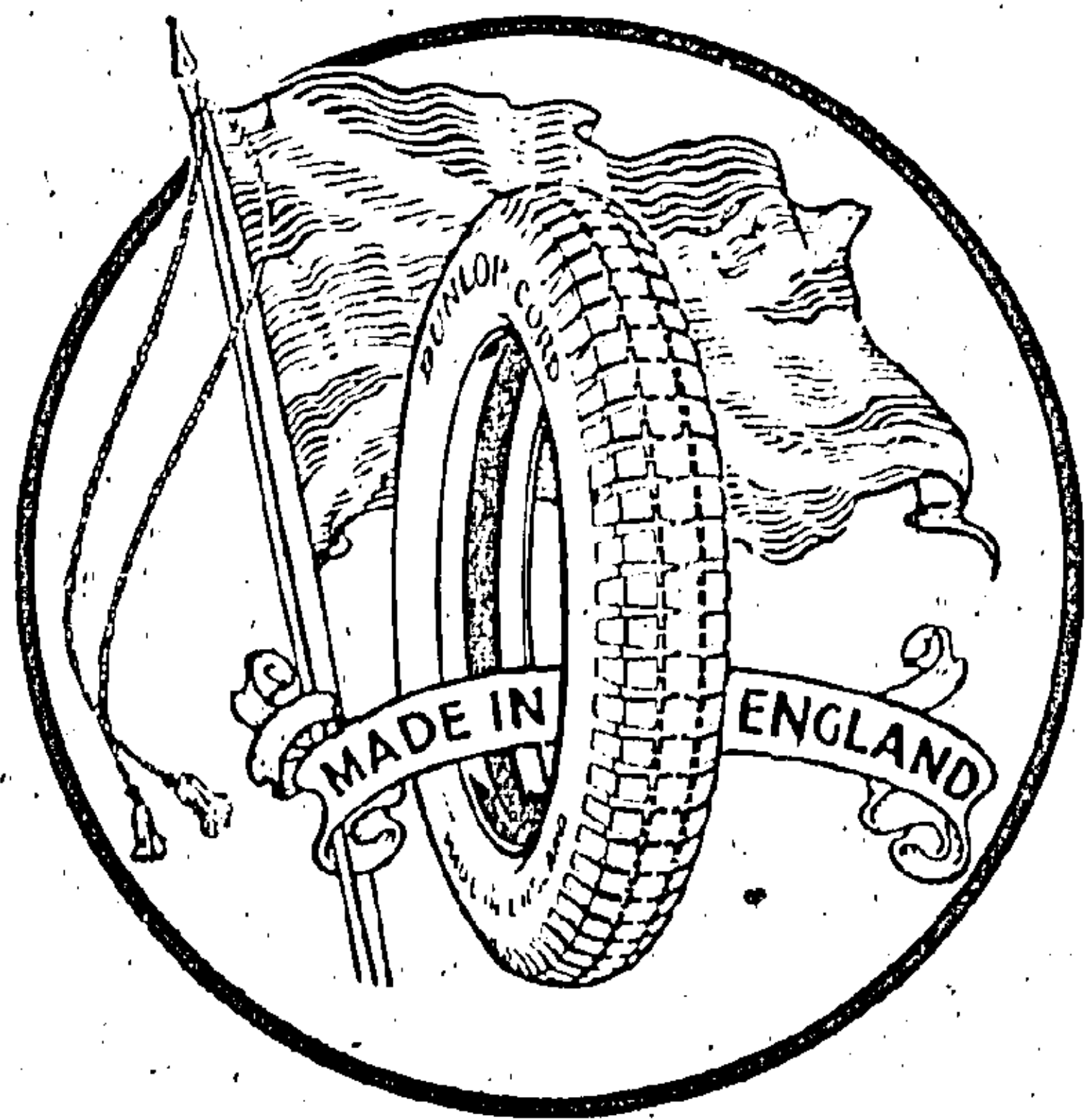
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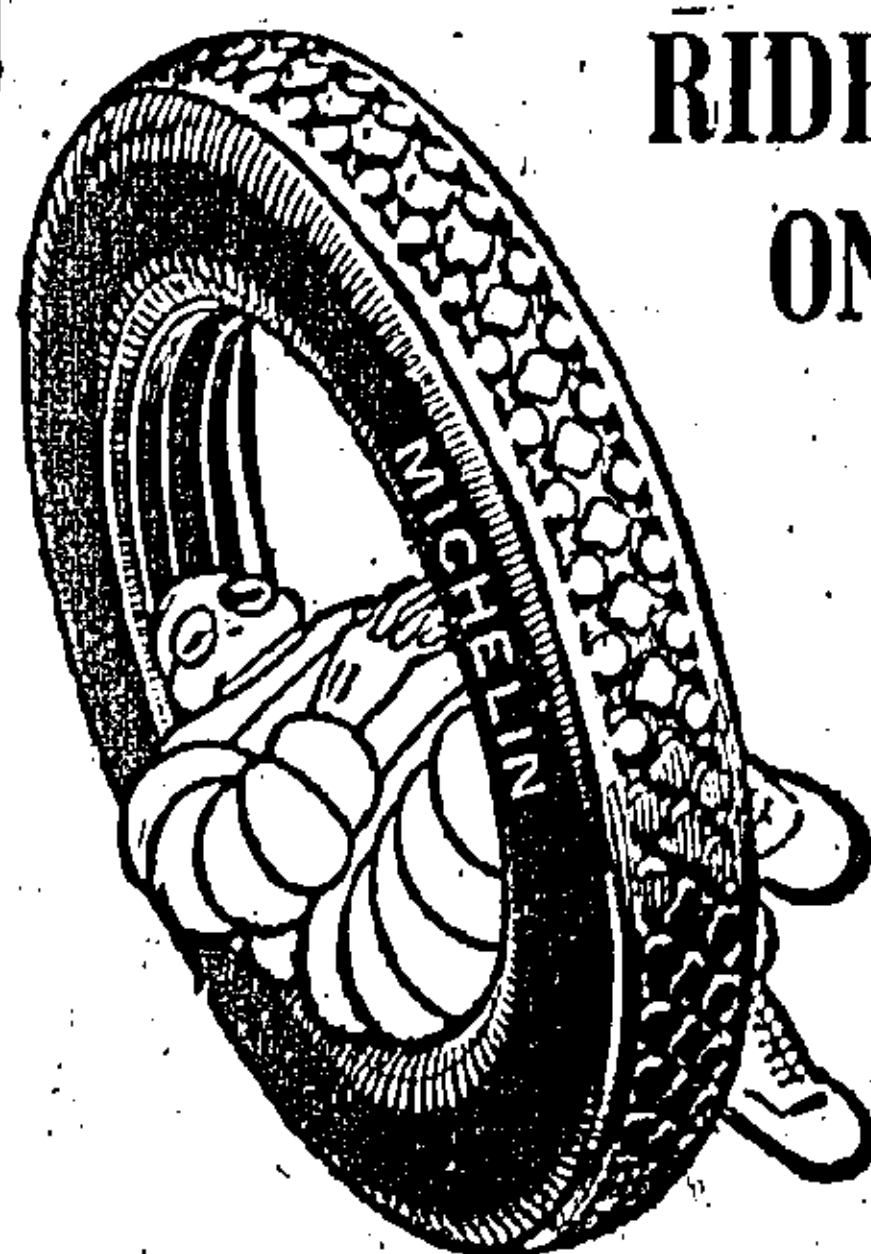
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## MOTOR TRADE AND AVIATION.

## General Motors Enter New Realm.

General Motors has finally made the automotive industry a major participant in aviation.

Leading automotive men are beginning to grace the tables of boards of directors for the great aviation corporations, alongside bankers and pioneers of the air. Corporations that used to be identified entirely with automotive production now have their hands in the new business that is expected to show even greater results than its predecessor in transportation.

General Motors, the leader of these, points the way.

Until only a year or so ago, General Motors showed not the slightest signs of entering this venture. At that time everybody in aviation seemed still in a speculative state.

To-day, backed by substantial financial support and encouraged by greatly increased popular interest and patronage, aviation has become a more dependable source of worldly income. It has fostered the backing of the automotive wizards.

## Ford is the Pioneer.

Ford was the only outsider who dared venture into the realm of aviation before last year. Taking control of the Stout all-metal airplane business, he has developed this into a formidable enterprise.

Ford's success and that of many independents encouraged the bankers of New York and the automobile men of Detroit. Now, with General Motors in the game, aviation may be on the high road to industrial leadership even surpassing the automobile.

General Motors first stepped into aviation, rather cautiously, with the formation of the DeLco Aviation Corporation last year at the triple division of the old DeLco-Remy Corporation. The aviation part of the DeLco business included the main a part of ignition systems for airplanes.

At the same time, however, various General Motors divisions and subsidiaries had in them material for aviation possibilities. Now with General Motors definitely in the air, these will most probably participate in keeping their parent up.

## Many Irons in the Fire.

Among these General Motors "parts" may be included the Fisher Body division with its tremendous facilities for body building and its great forest tracts in Michigan and the south; the AC Spark Plug Company, which has been manufacturing plugs for airplane use for some time; the National Plate Glass Company with its glass products; the

Terstedt Manufacturing Company with its body hardware; the Guide Lamp Corporation with its lighting facilities; the Hyatt Bearings division and the New DeLco Steel Products division with their bearing products; the Jaxon Steel Products division with its wheels and rims, and finally the General Motors Acceptance Corporation with its retail financing advantages.

Of course, General Motors holds minority stock in the two most important ventures it has entered—Bendix and Fokker—but it may be expected to "use its influence" at least toward turning much of their aviation business over to these subsidiaries.

The first big step into aviation taken by General Motors was made in April, 1929, when the corporation took 25 per cent. of the stock of the newly formed Bendix Aviation Corporation. Its contribution in payment for this stock consists of the DeLco Aviation Corporation with its aviation ignition patents and facilities, and other rights the corporation has been holding in the aviation field.

## Has Substantial "Partners."

Representatives of the Wright and Curtiss companies, both leading aviation firms, are on the board with those of General Motors, showing at least to this extent the united interests of the leaders in aviation and motors.

This is true also of General Motors' next big step into aviation, with its acquisition of 40 per cent. of the shares of the Fokker Aircraft Corporation.

Lately General Motors has acquired the Allison Engineering Company which has been working on the development of a Diesel engine for airplanes as well as other mechanical features. Thus General Motors places itself in aviation almost to the hilt, awaiting only its ownership of majority stock in one of its new "partners," or in some other "independent" to be completely enwrapped in the industry.

Besides General Motors and Ford, such automotive firms as Continental Motors and Locomotive, owned by Auburn, have entered aviation. Each has built an engine for airplanes and is already in production.

We may be surprised soon with the announcement of the entry of another auto company in aviation and further introduction of even others. For the automotive industry has from the first considered itself the most logical candidate for development of aviation.

## BRITISH TRIUMPH.

## The Le Mans Race. NIGHT OF THRILLS.

Le Mans, June 16. The annual twenty-four hours' struggle here in the titanic dual motor-car race, the Grand Prix d'Endurance and the race for the Rudge-Whitworth Cup, has ended in a crowning victory for Captain Woolf Barnato and Birkin with Captain Barnato's six-and-half litre Bentley motor-car writes the Daily Express special correspondent.

In the twenty-four hours ending this afternoon the motor-car covered 1,774 4-5 miles, an average of nearly seventy-four miles an hour.

It was a triumph for British motor-cars, for Bentley machines took the first four places. An American Stutz came next, followed by two American Chryslers, a Lea Francis (England), and two French Tractas.

## 40,000 Spectators.

These ten were all that finished out of twenty-five entries. There were at one time 40,000 people present. Thousands of motors occupied the parks, and excursion trains were run from all parts of western France.

The great thrill of the race occurred an hour before midnight yesterday.

Brisson had pulled in the Stutz, which he was driving, to the pit to replenish his petrol. This replenishing is always a hurried business, has to be done by the driver himself, and the result is invariably a waste cascade of a gallon or two. This waste splashed over the Stutz tank at the rear. Brisson promptly snapped down the cover.

That instant a terrific blaze of flame splashed up, momentarily enveloping Brisson. A second later the whole of the rear of the machine was in flames.

Somebody made a dash for Brisson, and snatched him from the furnace. He was led away blindfolded by a scorched face. There was immediately fear that the woodwork of the Stutz adjacent pit would be enveloped.

These pits extend for about a quarter of a mile on the right-hand side of the track, presenting the appearance of elaborate stalls with a long wooden counter five feet or so built in front of each. From a point of vantage almost immediately opposite the fire it looked at one time as though the pits were actually on fire.

## Anxious Moments.

There were five minutes of terrific thrill and anxiety. No sooner was the alarming fire seen than

one hundred mechanics along the line of pits leaped their counters and, heedless of oncoming motor-cars tearing at from eighty to a hundred miles per hour along the track, rushed for the blaze, carrying extinguishers and anything that would be useful.

Ten thousand people in the enclosure opposite and near the stands rushed pell-mell for the nearest point of observation. Fortunately the barriers were so excellently devised that not one was able to reach the scene, or the mad rush might have crowded the track and led to lamentable disaster.

The fire was extinguished and the motor-car saved. It was wheeled out of the way, but later Chiron, the alternative driver, took it on the track again amid tremendous cheering.

Brisson, despite the agony of his burns, declared his intention to take the wheel again at any cost, and an announcement that he would do so was made through a loud speaker; but it was found that his burns were more serious than he would admit and, still protesting, he was taken to Le Mans Hospital.

I am glad to say that on inquiry to-night his injuries are superficial. The hospital authorities told me that despite the fact that his hands are badly burned and his throat and lower part of his face seared, it is expected he will be able to leave the hospital in a day or so.

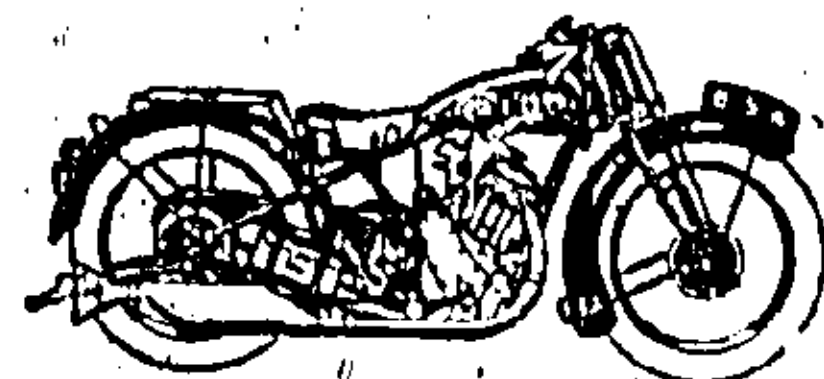
## Chief Battle.

The chief battle of this great twenty-four hours of endurance was an international one. It was a fight between England and America, fought out on French soil, a contest that narrowed down to a trial of Bentleys against Stutz.

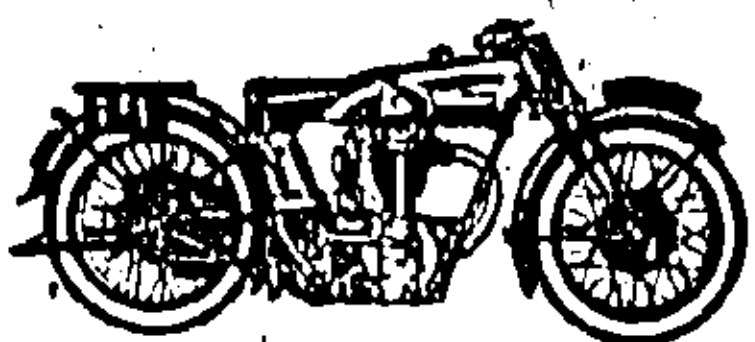
The conditions of the race, which is really a double event, are complicated. It is, in the first place, a trial of endurance, and the motor cars have to conform to standard conditions. Wigs, bonds, and other ordinary arrangements have to be carried.

## BRITAIN'S THREE BEST!

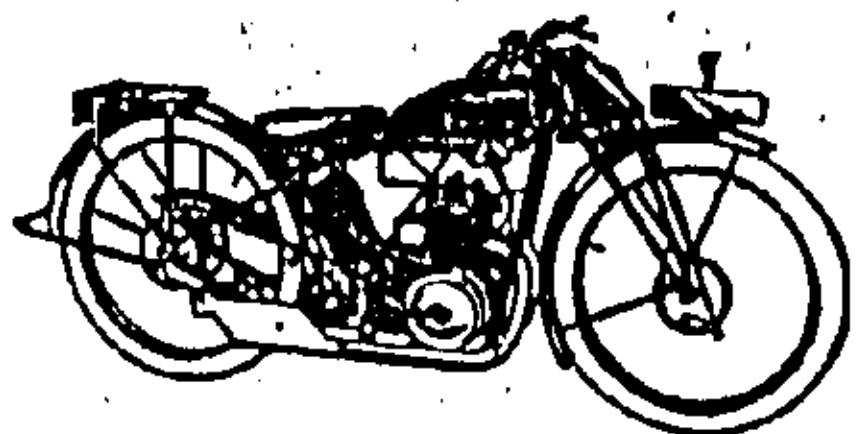
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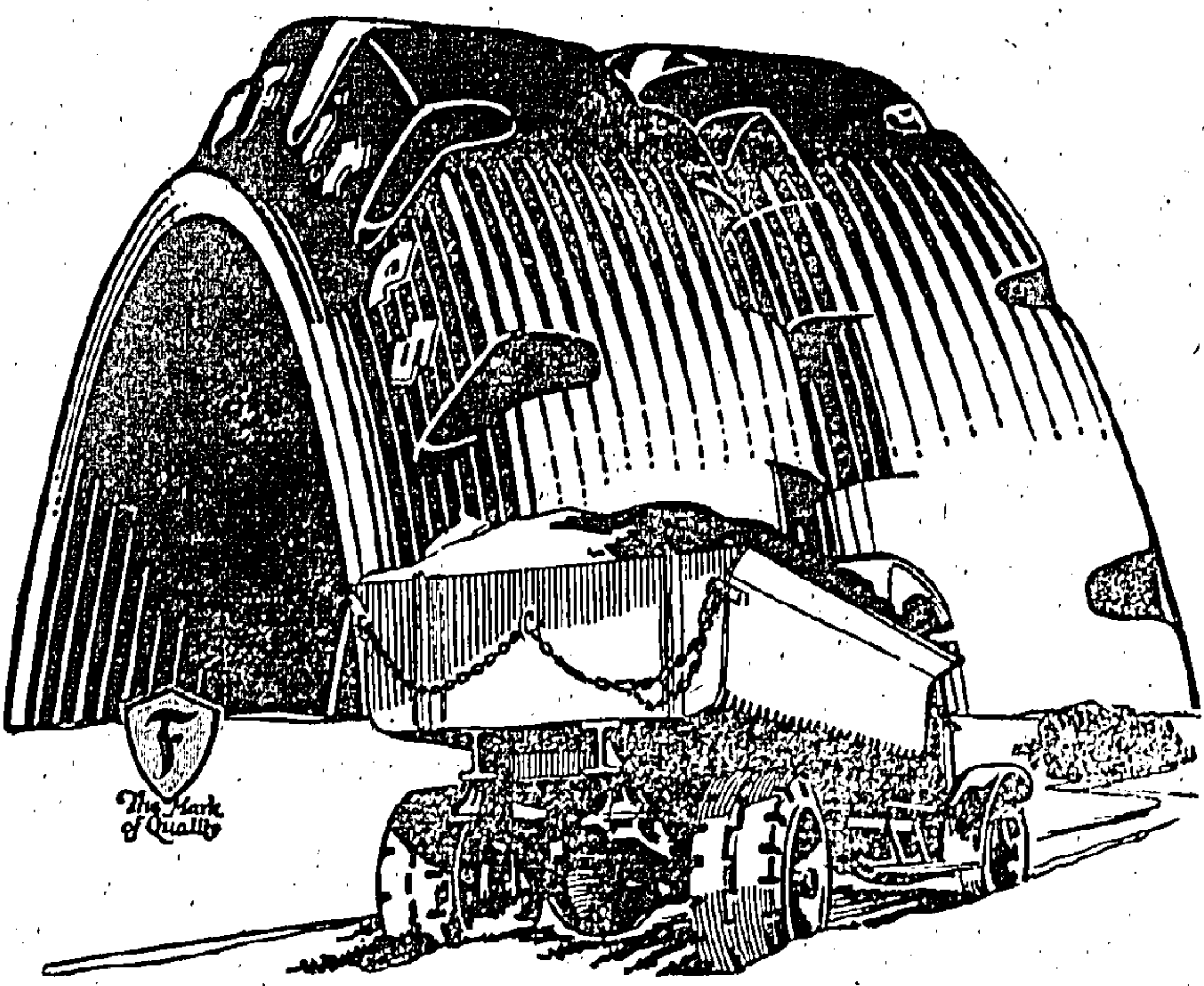
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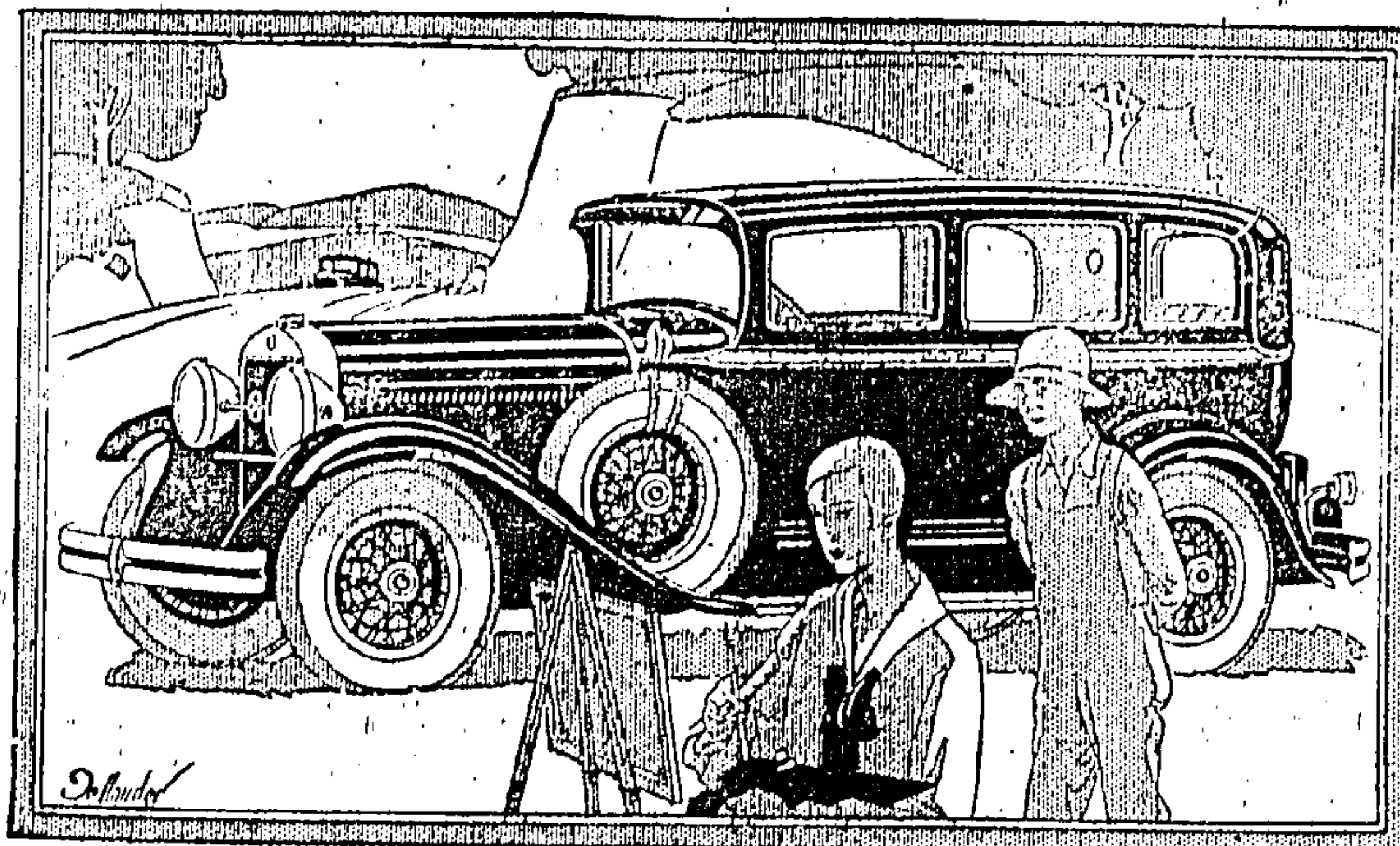
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### EAST AND WEST MEET



Indian immigrants to Java build their temples in the Hindu style. The photo shows a Pontine coach before a Tamil temple in Batujah.

#### OLD BLUFF CALLED.

##### Unusual Traffic Case.

##### JUDGE'S SPEED TEST.

The old bluff usually pleaded in excessive speeding cases, that "my car wouldn't do 30 miles an hour," has been called in Chicago.

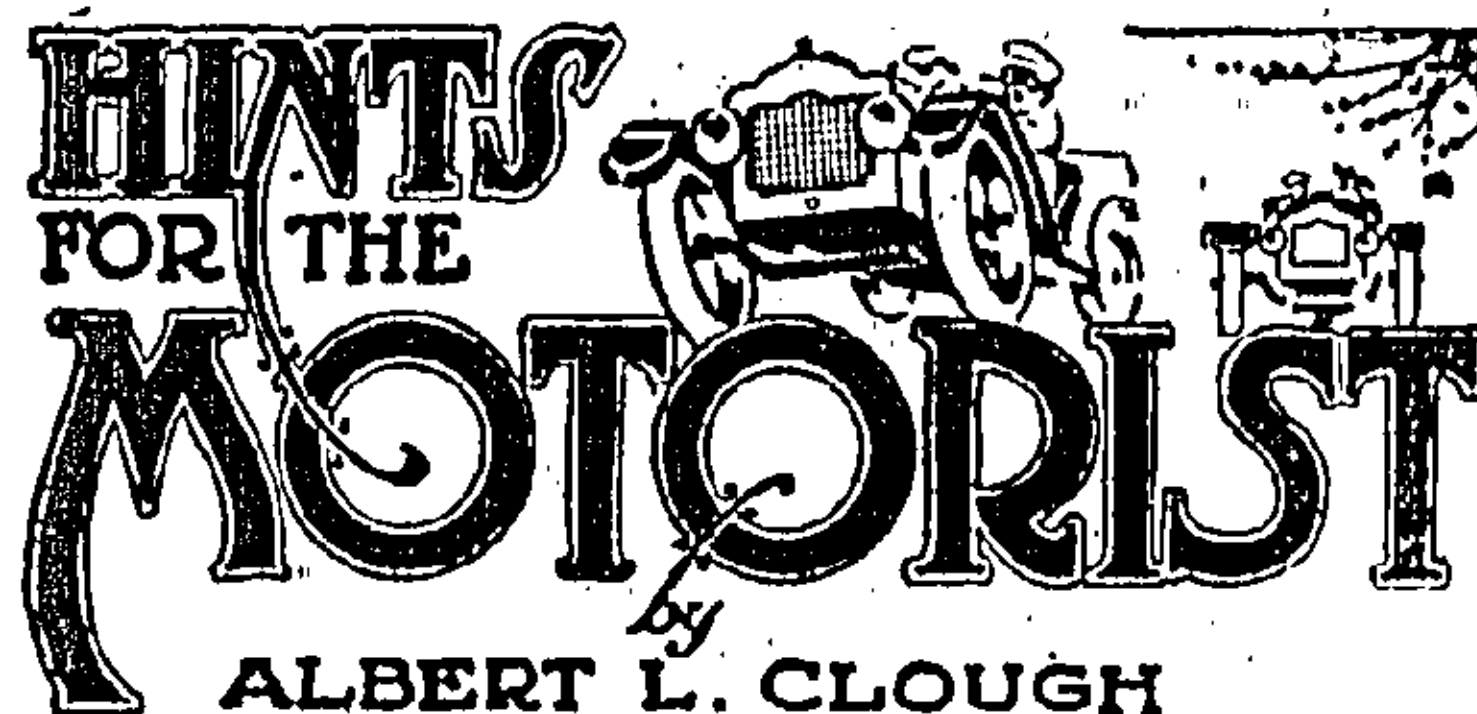
During a traffic court trial, a defendant bet the judge 15 dollars that he could not get a certain speed out of his car. The judge accepted the bet, exceeded the speed, collected from the accused, and then fined him.

#### NEW PAVING.

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A two-inch covering of oil-mix over a previously oil-treated road surface is a new method of paving old roads in the U.S.A.

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#### OILING THE GENERATOR.

It Shouldn't be Neglected nor Should it be Overdone.

Is the generator of your car receiving proper attention in the above regard? You will find in your instruction book exactly what is required. It is the two armature shaft bearings, one at the drive end and the other at the commutator end which needs

oiling. A generator that is directly gear driven may require no special lubrication at its drive end, but one that is driven by belt or through a flexible coupling needs oil at both ends unless, as is sometimes the case, the bearings are grease-packed at the factory. Continued failure to lubricate the ball-bearings of a generator finally results in their wearing to such an extent that the armature is let down where it drags on the pole-pieces, and the winding is spoiled. These small bearings must have a little oil, but not too much should be supplied them, because an excess is likely to work out of them and soak the windings. It may also get on the commutator and interfere with the brush contact, causing a failure of the generator to "build up," especially in cold weather. A light oil should always be used, care being taken that not more than the usual amount of five to ten drops is supplied, particularly at the commutator end. Usually the lubrication period is one thousand miles, but the manual should be referred to in this regard. The starting motor, although it is in service but a very small part of the time, needs lubrication occasionally at one or both ends, unless as is becoming rather usual, its bearings are self-lubricating bushings or are otherwise taken care of.

#### Low Oil Pressure.

Question:—The oil-pressure gage of my 1922 engine shows very little pressure, but removing the gage indicates that plenty of oil is being pumped and inspection shows that all bearings are well lubricated. I have had some trouble from overheating, but attributed this to my radiator, which was leaking. Could this be accounted for by low oil-pressure?

Answer:—Oil-pressure is supposed to be about 10 pounds at 10 m.p.h. and to rise to 20 pounds at higher speeds. Why don't you try a new gage-head to make sure that your present one does not indicate incorrectly? Judging by the year of this engine it has presumably seen considerable service and quite likely the bearing clearances are somewhat greater than normal, thus producing less back pressure to the flow of oil and giving low gage readings. Possibly the oil-pressure regulator valve does not close tightly or that its spring is weaker than it should be, and you might have this inspected. Of course, if lubrication is insufficient, piston friction will be excessive and over-heating will occur, but we doubt if this is the case. Our impression is that wear has reduced the resistance to oil-flow through the bearings, but that the volume circulated is adequate. However, you would make no mistake in having the matter taken up by a service station expert.

#### Gasoline-Gage Inquiry.

Answer:—The red liquid in the glass tube of your gasoline gage should stand exactly at zero or

### NOISE CONQUERED.

#### Exhaust Systems Studied.

#### INTENSIVE RESEARCH.

Compression noise—one of the biggest problems in the automobile world—is being attacked successfully as a result of intensive research work going on within the industry. This assurance is given by engineers and service men who have made an exhaustive study of the situation. A study of compression noise shows that it is at its maximum during acceleration over certain speed ranges which may vary for different makes of cars or even for the same make of car under varying conditions. Practically all high compression engines become quiet when the car attains its rolling speed.

#### Suspicious of the Muffler.

One thing that is stimulating interest in the process of eliminating power noise is the fact that the problem is believed to have been virtually overcome by one of the large manufacturers. Competitors are studying this car as they have never studied cars before, searching for the clue to the solution. Better driving is regarded as merely a temporary remedy, but it is being advocated nevertheless, since it has not been established whether the mechanical remedy is something that will be available to present users.

Suspicion points to the muffler, many engineers believing that the exhaust gases of higher speed, higher compression engines have placed too great a burden on the exhaust system. This accounts, in part, for the number of muffler changes within the last two years, some concerns having gone from mufflers that have served them well for years to types embodying radically different principles of silencing.

#### The Problem.

Many experts are surveying the possibilities in insulating the mufflers from the frame, and some owners already have made such a change. The practice is to hang the muffler brackets, but this arrangement is thought to encourage

"empty" when the gage tube is disconnected. If it is below this point, additional liquid (only that supplied by the manufacturer can be used) can be added to the tube by means of a medicine dropper. Sometimes these gage-tubes leak and the liquid level will not stay up, in which case a new dash-board unit has to be substituted for the defective one.

the telegraphing of exhaust noises to the chassis and, of course, to the enclosed body. Heat at the muffler complicates the problem, but some experiments are being made with composition materials which may overcome this objection.

High compression is desirable from the efficiency as well as the performance standpoint. It contributes to safety by making the engine an effective brake when going down-hill. With these outstanding points in its favour, engineers are willing to go to almost any limits to silence the compression noises rather than to turn about face at this stage of automotive progress.

#### High Speed Peculiarity.

The burden on the present-day muffler is due to the need for handling a greater volume of more highly compressed charges that are exhausting at a more rapid rate. A muffler merely provides the means whereby gases can expand by degrees rather than to exhaust and expand rapidly into the air directly after leaving the combustion chambers.

At the present moment the situation is shown to be one of overloading. As a result, the expanding gases set up through a large portion of their expansion after they leave the muffler itself.

If the final exhaust pipe is not large enough or if it has a peculiar shape, it, too, may add to the power noise and cause passengers to complain of droning and drumming. During acceleration, especially between thirty and forty miles an hour, this noise may become a deafening roar. Strangely enough, at higher speeds many high compression engines seem to run quietly.

#### By-Pass Solution.

Two leading manufacturers have provided a partial cut-out which helps to take care of this problem, and it is a plan which may be tried by any owner who finds his engine and exhaust system bothersome. By providing a by-pass around the muffler for about half the exhausting gases the muffler is spared the ordeal of being overloaded. The results are very noticeable to the passengers.

To by-pass a portion of the exhausting gases, however, means increasing the noise at the tail pipe, after they leave the muffler itself. If the final exhaust pipe is not large enough or if it has a peculiar shape, it, too, may add to the power. This does not bother the occupants of the car but it attracts the notice of other users of the highway.

Many owners have noticed that power noises moderate after a car is broken in, especially after it has been driven 5,000 to 10,000 miles. This is explained by the fact that an accumulation of carbon in the muffler takes the sharp edges off



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Any motorist who is annoyed by the exhaust noises of his car or by compression noises which are telegraphed to the car body should keep his ears and eyes open for new developments in exhaust systems and particularly in improvements in mufflers.

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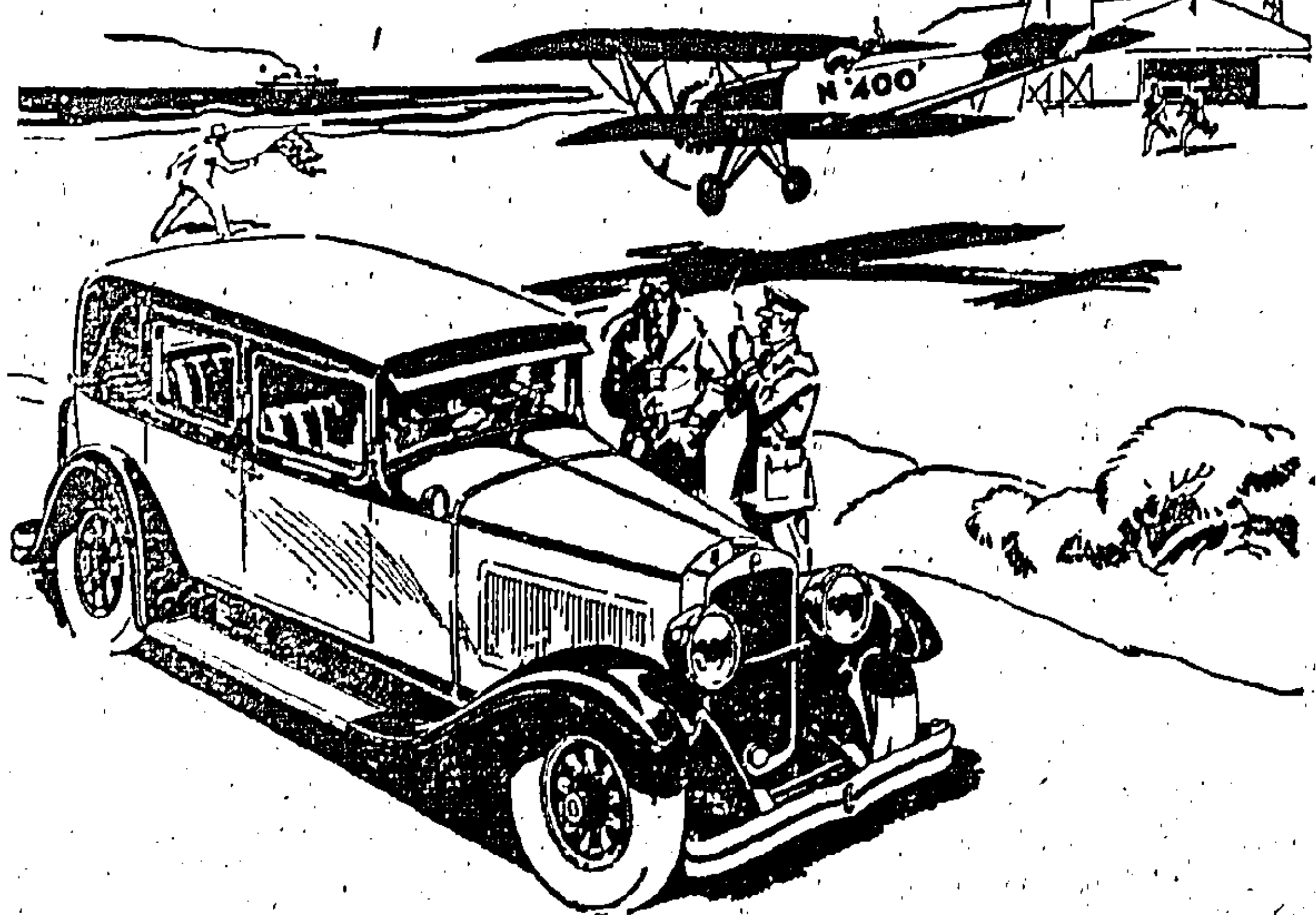
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THE NEW  
NASH  
"400"



NOW the same Twin Ignition principle which keeps the world's finest aircraft aloft is found in the new Nash "400".

Twin Ignition insures quicker and more complete combustion, greater power, smoother, faster acceleration, and a definite saving of fuel. Other advanced features include Centralized Chassis lubrication and Hydraulic Shock Absorbers, usually offered only in motor cars that cost much more.

The winning beauty of this richly appointed Sedan has aroused great enthusiasm in North America and is fast achieving the same acceptance here.

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FAREWELL DINNER  
TO MR. BLACK.LONG ASSOCIATION WITH  
HONGKONG FOOTBALL.

## SPLENDID PLAYER.

Erstwhile full-back of the Hongkong Football Club, a keen sportsman who has in the past five years played a not unimportant part in the administration and organisation of football in Hongkong, Mr. F. W. Black, of H. M. Dockyard, will be the guest of honour at a dinner to be given by the Hongkong Football Association at Lane Crawford's this evening, on the eve of his departure for England.



Native of Cornwall.

A native of Torpoint, Cornwall, Mr. Black was an enthusiastic footballer from the time he was big enough to kick a ball. As a very young man he gained his place in the Torpoint team, soon coming under the eye of the county selectors as one of the finest amateur backs in the West Country. His first county cap was not long in coming and he played regularly in Cornwall County matches for a series of years. When later, his team turned over to the Devon County Association, Mr. Black gained Devon County honours as well.

From 1904 until the outbreak of the war, he transferred his allegiance to Plymouth Argyle, then in their early days as a professional side. Principally he played with the second eleven, but he was frequently asked to turn out for the Senior XI as an amateur, of course, and in these games he was associated with some of the finest players in the past generation.

On numerous occasions, he partnered W. Brown, the Aston Villa and England full-back, and later Crabtree, another famous England full-back. Both were playing for Plymouth Argyle in those days, having reached the veteran stage. Mr. Black travelled all over the country with the Argyle, and remembers some thrilling games at the Dell, Crystal Palace, Tottenham Hotspur, Millwall, Leyton, in the days of old Southern League when Vivian Woodward was with the Spurs, Charley Buchanan with Leyton, and Fanny Walden with Northampton.

## In Hongkong.

When the war came to upset old associations, Mr. Black was sent by the Admiralty to Hongkong. He had almost decided to retire from active football, but after he had been kicking the ball around a bit, he was induced to don the blue and white hoops of the Hongkong Football Club. This was in 1915 when Kowloon and the Chinese team were just coming into their stride.

The Club, however, could field a very fine side at that time as will be seen from the list of players below:

Jack Rodger; McCubbin, Black; Chaswell, Stewart, Raiton, M., Robinson, Stalker, Walker, Pennell, McTavish, N. A. Croucher and Peter Tod.

This team kept together for five years and they carried nearly everything before them though they never succeeded in winning the league and shield in the same season. The Shield trophy was three times captured. In Mr. Black's opinion, the Club team as constituted at that time is the best British side which has been seen in the Colony. There are those who will disagree with him, who will point to the Kowloon team which won the league and shield against very severe competition. Be that as it may, the Club had a very fine side when Mr. Black went home in 1920.

## Hard Worker.

He returned in 1925 to find things changed a great deal. The Club were not the old force, whereas Kowloon had become a senior team with a history and the Chinese were at the pinnacle of their form. Just once or twice since his return, Mr. Black has turned out for the Club, but in the main he has devoted himself to the administrative side of soccer, coaching the weaker clubs to a certain extent, lending the benefit of his long active experience of football and footballers in every

PRESIDENT WILSON  
PASSENGERS.WHO'S WHO AMONGST THOSE  
ON BOARD.

Among the prominent passengers on board the President Wilson disembarking at Hongkong are the following:

Mr. A. E. L. Robertson—Manager for Japan for the Sun Insurance Office, Ltd., of London.

Mr. Djeng Liang-bing—Manager, Asiatic Overseas Co., at Shanghai.

Mr. Hang Shu-ling—Secretary, the Agricultural Products Inspection Bureau, Ministry of Agriculture and Mining, (Kwangchow).

Among the prominent passengers on board, who are in transit through Hongkong are the following:

Mr. J. S. Colbath—Mining engineer with the Benguet Consolidated Mining Company of Manila, Assistant General Manager.

Mr. Paul C. Hartman—Manager of the Fisk Tyre Company, en route to Manila, on a business trip.

Mr. James Corey—With research staff of U.S. Rubber Company en route to Sumatra via Singapore.

Mr. Cullis Brittlebank—Internationally known globe-trotter, on his tenth trip around the world. Mr. Brittlebank is a retired cotton broker of Charleston, South Carolina, U.S.A.

Mr. and Mrs. John W. Campsie and Mr. John W. Campsie, Jr.—Mr. Campsie is a retired publisher of Beverly Hills, California, on his second trip around the world, the author of many books of travel. They are en route to New York City. Mr. Campsie, Jr., is connected with the Security First National Bank of Los Angeles, California.

Comdr. Raymond G. Thomas—United States Navy, en route to Manila. With Comdr. Thomas are his wife and son.

Mr. George F. Lenders—General Representative, Carreras London.

Mr. Ollie H. Morris—Oil geologist en route to the Dutch East Indies on business, via Singapore.

Dr. Augusto P. Villalon—Chief Physician, "South Islands Hospital" at Cebu, Philippine Islands.

## WORKERS' GAMBLE.

POLICE RAID CONTRACTORS  
MATHED.

A fantan party conducted in a contractor's mathed at Wongnichong was broken up in a raid by police officers from the Wanchai Station last night.

This was in consequence of a report made by the contractor who complained of his men having been absent from their work owing to gambling.

Two men who admitted that they were the keeper and croupier respectively of the gambling school, were fined \$50 each. Five other Chinese who were also arrested during the raid were fined \$1, or three days.

The croupier's stick, the beams used as counters, and a sum of \$6.47 found abandoned on the gambling table during a stampede caused by the entry of the officers, were confiscated.

## LACK OF FAITH.

MAN IMPROVED FOR USE  
OF HAMMER.

A man, charged this morning with street fighting, pleaded that he had used a hammer to keep his aggressor at bay, and was reproved by Mr. E. W. Hamilton for his want of faith. "Legally, you should run away and let the police protect you," his Worship observed.

The man was cautioned, while another defendant, who was defined as being the aggressor in the affair, was fined \$5.

At the P.W.D. office on the 26th instant four lots of Crown land will be offered for sale. They are: Kowloon Inland Lot 2212.—About 14,250 feet; upset price, \$32,063. Kowloon Inland Lot 2213.—About 8,840 feet; upset price, \$14,144. Kowloon Inland Lot 2214.—About 21,000 feet; upset price, \$40,500. New Kowloon Inland Lot 1268.—About 6,324 feet; upset price, \$9,486.

possible way. He has taken an active interest in the destinies of the Club, the Kowloon F.C., and both Chinese teams, while he was elected a member of the Council of the H.K.F.A. and in that capacity had done a great deal of excellent work, being one of the pioneers in the effort to put football control on a proper footing. To-night's function is the football fraternity's tribute to Mr. Black's all round support of the game in this Colony, and he will be given a rousing farewell.

RECENT SHANGHAI  
OUTRAGE.FOREIGN COUPLE HELD UP  
BY SOLDIERS.

## WRIST WATCH TAKEN.

Shanghai, August 2.

Information concerning an outrage upon two foreigners, a man and a woman, from which Chinese soldiers were responsible, was supplied yesterday by Mr. E. C. Robinson, manager of the Asiatic Petroleum Company. The incident took place on July 29, the woman, Miss Blake, an employee of the company, being subjected to indignities and robbed of a gold wrist watch.

Miss Blake, many will recall, was at Nanking during the Nanking Incident of March, 1927, and for 24 hours on that occasion was obliged to remain within the British Consulate which was hourly threatened with attack by soldiers and frenzied mobs. At that time Miss Blake had the very watch which was taken from her on July 29.

The recent outrage was committed in broad daylight in Chinese territory. Mr. Robinson and Miss Blake, in rickshaws, were proceeding along a road, the visibility of which extends for more than a mile, when they encountered a party of seven or eight men dressed as soldiers.

The soldiers intentionally barred their way, pretending that the rickshaws had run into them. Mr. Robinson, who speaks the Chinese language, grasped the situation at once and instead of showing indignation or resentment, wisely decided that an effort to pacify the men would be the best course to pursue.

A conversation followed in the midst of which one of the men attempted to remove a gold ring from Mr. Robinson's finger. Mr. Robinson countered with a humorous remark which further pacified the soldiers.

Miss Blake, who was in the rickshaw just behind that of her companion, suddenly called out that one of the men was attempting to detain her gold wrist watch. Almost at the same time all of the men produced knives.

Mr. Robinson courageously jumped from his vehicle with the intention of fighting off the soldiers, whereupon the entire gang took to their heels. Mr. Robinson gave chase and after a run of about one mile succeeded in running the exhausted soldier into the hands of a policeman on point duty. The soldier was arrested but before this was done he threw away his knife. An investigation is being made by the authorities and hope was expressed that the lost watch will be recovered.

## WATER LEVELS.

FOR WEST, NORTH AND  
EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

	Aug. 8	Aug. 9
Shanghai	25.7	27.3
Tsingyuen	8.2	15.5
Shanghai	15.4	16.5
Shanghai	5.2	4.9



"You look worried, Mac."  
"I was just thinking what it's going to cost to have my fur coat remodeled this Autumn."

"MOTH" PLANES  
SUCCESS.DETAILS OF SOME RECENT  
ACHIEVEMENTS.

The following telegrams have been received by Messrs. Arnold & Co., Hongkong, from their principals, the de Havilland Aircraft Co., London:

July 8.—The result of the King's Cup Air race, which is over a distance of 1,170 miles round Great Britain, produced a wonderful demonstration of the performance and reliability of the "Moth" light aeroplanes. Though the winning machine was a 400-h.p. military Scout, the Moths secured second, third, fourth, and fifth places respectively. One Moth, with a perfectly standard 100-h.p. Gipsy engine, completed the course at an average of 118.7 miles an hour, which is easily the fastest time for such a light aircraft. Sixteen Gipsy Moths started and fourteen finished, but the retirements were not due to mechanical failure. The special trophy for private owners flying their own machines was won by Moths with second, third, fourth, fifth, and sixth places respectively.

July 12.—The sealed Gipsy engine which is now engaged in a reliability tour has already covered 44,000 miles in 500 flying hours. The tour was stopped for two weeks in order to exhibit the engine at the Aero Show, but the seals left unbroken. The tour will be continued afterwards. The engine has been running perfectly.

July 23.—Captain Broadbent, flying a Gipsy Moth plane, won first place at the International Aerobatic Contest meeting held at Heston Aerodrome, which was organised in connexion with the Aero Exhibition. The competitors included the latest English Scouts, high-powered German Fighters, light aircraft, etc. There were about 10,000 spectators present, including many distinguished foreign visitors.

## BUSINESS ENTERPRISE.

MESSRS. MACKINTOSH & CO.'S  
IMPROVEMENTS.

The many customers who have visited the well-known establishment of Messrs. Mackintosh & Co., Ltd., during the last few weeks, have doubtless noticed considerable activity in the reorganisation of the appointments of the store. This has all been in the preparation for the arrival of special stock fixtures which have been made to Mackintosh's specifications by Messrs. Frederick Sage and Co., Ltd., of London, whose export manager visited the Colony some time ago.

Upon entering the store, one is at once impressed with the spaciousness made possible by the employment of these ultra-modern stock fixtures, the beauty of which is that the whole of the contents are on show all the time. Not only is the general effect greatly enhanced by these fixtures, but glass counters and a new lighting system achieve a most modern and typically "mannish" atmosphere.

In an advertisement appearing on Page 7 of this issue, Messrs. Mackintosh & Co., Ltd., claim to have one of the most modern men's wear stores in the Far East. Having seen the big improvements effected, we can certainly endorse that claim.

## The Very Idea!

"I am home on leave from the East," writes "G.O." to a London paper, "and seeing a reference to the efforts of the Post Office to discover insufficiently addressed letters give you the following example: Some years ago my little son had presented a purse at a local subscription for a charity. The acknowledgement (merely a card) was addressed to him simply 'Downham,' being the name of our house in the Nilgiris. Some six months after posting we received the card, which had been sent to Downham, Norfolk, Downham, Essex, and finally sent to Downham, Nilgiris. The address was hardly legible owing to the number of postmarks, but is kept as a record."

A discordant note is struck by a Morthlake reader, who states that a letter addressed "The Medical Officer, H.M. Criminal Lunatic Asylum, Broadmoor," was returned to him after a fortnight marked "Not Known." But why blame the Post Office? It sounds more like a little joke on the part of one of the inmates.

A Police order issued to the Barnsley Force states:—"A constable when off duty shall not wear his trousers either in the house or in the street."

The chief may go  
And all below  
Would gladly fill his place;  
His work be done  
So well that none  
The slightest loss could trace.  
The second too  
And so on, through  
The juniors on the list;  
They all might play  
Till Judgment Day.  
And none of them be missed.  
But there is one  
Whose work is done  
As though it were but play;  
And Super-men  
Are worried when  
The Office Boy's away

"Poor old Bill is very ill. He asked to see the fire-escape yesterday."

"The fire-escape?"

"Yes, well—the parson."

How many are there who know why we have three leopards on our Royal arms and not lions—the traditional beast of England? Or what is the difference in heraldry between a lion and a leopard? Well, at Crecy, it seems, the arms were three scarlet lions on a golden field, but by Henry the Fifth's time they had become golden leopards on a scarlet field. In those days people thought little of changing colours and devices. One King thought that golden lions on scarlet looked nicer than scarlet lions on gold. Another thought that he would have his lions looking full face at the enemy from his shield.

Somewhere about this time knights began to talk of the leopard, a strange hybrid between the lion and the pard, and then and there he was adopted as a device. But the poor artists knew not what kind of a beast he might be. In despair they decided he must be exactly like his sire the lion, and to distinguish between them heraldically they agreed to paint the faces of lions always in profile and those of leopards full face. Thus did the British Lions become leopards!

Here is a lesson in road manners which many, besides taximen, might learn with profit. There is a small motor bus, owned and run by Indians, which plies for hire in Durban, and on the back is a notice in large letters, "Please excuse our dust."

Willenden Man—I've been unemployed for weeks, but I fell into work yesterday.

Man at Willenden—The last time I heard from the Guardians was two years hence.

Wife at Willenden—My husband, 'Awkins, is the only friend I've got, and a good friend too.

Dental expert at Whitechapel County Court—Not one set of false teeth in a thousand fits in the first instance.

North London Woman—I want a separation from my husband for mental cruelty. Magistrate—What do you mean? Woman—He stays out at night and does not tell me where he goes.

"Fish and slaps," said Sir Ernest Wild, the Recorder at the Old Bailey, London, when he was told that a man in the dock was a fishmonger and a bookmaker.

LETTER GOLF  
SOLUTION.

Here is the solution to the puzzle on another page.  
BOLD, HOLD, HEED, HERO.

## POWELLS

10, Ice House Street.

END OF SEASON  
REDUCTIONS  
IN  
WASHING  
SUITINGS.

SHORT-ENDS and REMNANTS, irrespective of cost, have been looked out and marked

at \$17.50 per Suit.

These cloths include—

PALM BEACH, SICILIAN, MOHAIR

and other Washing Suitings—

usually \$25.00 and upwards.

This offer is only open for one week, so call to-day and let us show you the selection.



## TO-DAY ONLY

2.30, 5.20, 7.15 and 9.15 p.m.

## LON CHANEY

in

## "The BIG CITY"

The invisible city—New York's underworld, as the locale for a glorious love story.

## MAJESTIC

Nathan Road, Kowloon.

FLOWER AND  
VEGETABLE SEEDS

We have just received the coming season's seeds from the best growers in Europe and the United States.

FOR GOOD RESULTS—  
BUY YOUR SEEDS FROM—

THE CLOVER FLOWER  
SHOP

## A MODERN MAN'S STORE—

of unsurpassed attraction, interest and convenience.

We have made during the last few weeks so many improvements in our store that we are almost tempted to describe it as a new store.

The latest type of Sage's stock fixtures have replaced the old ones, new glass counters have been installed, the whole lighting system re-designed and another fitting room added in our Tailoring Department; many other alterations have been made to ensure that we have the most attractive and convenient Men's Wear store in the Far East.

No fuss, no bother, no commotion whilst you make your purchases—just the efficient personal service which you have learned to associate with a firm of our standing.

We feel sure that after the visit which we so cordially invite, you will share our justifiable enthusiasm.

MACKINTOSH'S  
MEN'S WEAR SPECIALISTS.



## REPULSE BAY.

Owing to an increasing demand for our goods in this vicinity, we are now making deliveries

## TWICE DAILY

AT

12 noon and 7 p.m.

TELEPHONE EARLY.

Lane, Crawford, Ltd.

## Frigidaire



WHETHER IT  
BE THE BABY

AP-4

OR THE ROOMY

AP-18

WE HAVE  
THE MODEL  
TO SUIT  
YOUR  
REQUIREMENTS.

ALL ARE  
EQUIPPED WITH  
THE NEW  
EXCLUSIVE

FRIGIDAIRE COLD CONTROL.

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LA EPLA DEL ORIENTE

Light  
MILD  
and  
GOOD

Try one  
at

Yours Truly  
Chaco & Co.

22, Des Voeux Rd. C. (Phone: C. 1856.)

### CANTON BILLIARDS.

#### MR. STORMES SUCCEEDS IN THE SEMI-FINAL.

Canton, Aug. 9. As was anticipated, Mr. F. Stormes defeated Mr. W. Read in the semi-final of the Canton Amateur Billiards Championship here in the Canton Club Theatre yesterday evening.

Commencing at 5.30 p.m., Mr. Read obtained a lead in the first hundred and was over 40 up at 150. He maintained a lead of about 20 right up to 300, but at this point Stormes found his usual excellent form and forged rapidly ahead. At 500, Stormes led by 150 points, having scored about 200 to his opponent's 50.

At 500 there was a short interval of 17 minutes. After resuming, Stormes gradually increased his lead, winning by 202 points, the scores being F. Stormes, 760; W. Read, 548. The game finished at 8.35 p.m. there having been two hours and 48 minutes' actual play. There were no breaks of any importance, the principal ones being:

F. Stormes—23, 25, 20, 22, 20, 25, 23, 27, 22.

W. Read—21, 31, 22, 25.

The final of 1000 up, between F. Stormes and G. L. Maggs, will begin this evening at 5.30 p.m., when 500 will be played. The second half will be played off tomorrow evening, beginning at 6 p.m. His Excellency General Chan Ming-shu will be present to-morrow evening and will present the Findlater Cup and Replica to the winner.

The final should be very evenly contested and opinion as to the probable winner is very divided.—Our Own Correspondent.

### LAWN TENNIS.

#### MALAYAN CHAMPIONSHIP MEETING.

Kuala Lumpur, Aug. 2. For the Malayan Lawn Tennis Championships at Kuala Lumpur to-day the weather was fine.

The test match was a hard fought ladies' doubles encounter in which Miss Euid Lo, sister of the Hongkong champion and Miss Yohy lost after a strenuous contest, to Mrs. Allen and Miss Aitken, 6-4, 7-5. The latter pair was better balanced but Miss Lo was the best individual player, giving a sparkling display.

Men's Singles.  
Lim w.o. Abud.  
Bong Soo beat Yoke Koo, 6-3, 6-2.  
H. Van Gino beat Haridna, 6-2, 6-1.  
Goodman beat Duncan, 6-3, 6-4.  
Lo beat Chow Tat, 6-4, 6-3.

Ladies' Doubles.  
Mrs. Allen and Miss Aitken beat Miss Lo and Miss Yohy, 6-3, 7-5.  
Mrs. Hopkins and Miss Grenier w.o. Mrs. Corbett and Mrs. Mustard.

### LAW OF DANGEROUS DRIVING.

#### POLICE MUST PROVE A PERSON WAS IN PERIL.

A decision of interest to motorists was given by County Court Judge Whitmore Richards recently when presiding over a bench of county magistrates at Chester.

Lance-Corporal Richard Saville, of the R.A.S.C., was charged with driving a motor-car dangerously. Evidence was given that the speed of the car was 45 miles an hour, that a tyre burst, and the car crashed into a bank and caught fire, its occupants being injured.

Judge Richards asked if there was any evidence that anyone was in danger? Hayle said his case was that Saville, by driving at an excessive speed, had endangered the lives of other people on the road.

### V.R.C. NIGHT FETE.

#### GREAT SUCCESS OF LAST NIGHT'S FUNCTION.

In spite of heavy rain last yesterday evening, there was a crowded "house" to witness the swimming events marking the first night fete of the season organised by the V.R.C. J. R. Johnstone easily won the 150 yards event open to the Colony. In the 100 yards, variety stroke, Leung Shiu-man and H. M. Remedios were very evenly matched, and the former just managed to snatch a victory.

The diving competition provided a being exhibition, there being two, little to choose between the first two, L. Roza-Perera and E. da Roza, their scores being 148 and 146 respectively.

Following the swimming events came a water polo match between the Chinese and the Rest of the Colony, the latter winning by three goals to two.

Afterwards those present danced to the strains of the Lyric Orchestra, and just on midnight the prizes were distributed to the successful contestants by Miss Bertha Pereira who was introduced by Mr. W. Logan. Mr. Logan said that Miss Pereira had taken a great interest in the V.R.C., especially in the ladies' races. Ten years ago, he believed, she presented the first prize to the first lady to swim the harbour. They had, in spite of the rain, been fortunate in having such a successful evening and those who attended were to be thanked for their support which had enabled the fete to be a financial success. For the first time in the history of the V.R.C., Chinese teams had swum against them.

About 25 years ago the Chinese young men did not take any interest in sport but now they were doing so. They were showing what they could do on the football field and now they were coming into the swimming arena to swim against the oldest club in the Colony. There was healthy and friendly rivalry, and he knew that the Chinese were progressing in their efforts.

In thanking those present for their attendance, Mr. Logan mentioned that the General Officer Commanding, who had taken a great interest in the activities of the Club, had been disappointed, as also had some other distinguished people. In addition there had been a large crowd of sightseers, which had made the evening the great success it was.

After Miss Pereira had distributed the prizes, she was presented with a bouquet of flowers, together with a small vase, by Mr. J. R. Johnstone, after which she was given three cheers.

#### The Results.

The final results were as follows: 50 yards handicap (members). 1. B. Gosano 28 3/5 secs. 2. P. M. Silva 29 secs.

100 yards handicap (boys 15 years of age and under). 1. J. Lawrence 80 secs. 2. R. Emery 64 secs.

High and Fancy Diving. 1. L. Roza-Perera 148 points. 2. E. da Roza 146 points.

150 yards (open to the Colony). 1. J. R. Johnstone 1 min. 40 secs. 2. W. Lawrence 1 min. 44 secs.

Blindfold Race (members). 1. E. da Roza. 2. B. Gosano.

100 yards variety stroke. 1. Leung Shiu-man. 70 secs. 2. H. M. Remedios 77 secs.

100 yards handicap (Indies). 1. Miss D. Hunt. 2. Miss Ellen Anslow.

Team race. 1. V.R.C. 2 mins. 20 4/5th. secs. 2. Club de Recreio 2 mins. 21 3/5th. secs.

Judge Richards said Saville was not charged with driving at excessive speed.

In dismissing the charge Judge Richards said: "The Bench are unanimous that driving at an excessive speed, allowing even for the driver going at 45 miles an hour, does not constitute dangerous driving except when there is oncoming traffic. To convince us of dangerous driving it is necessary to prove that some members of the public were in danger. There was evidence that there was no danger till the tyre burst. If magistrates were to accept mere speed as constituting dangerous driving there would be thousands of prosecutions every week."

### BRITAIN'S STAND AT THE HAGUE.

(Continued from Page 1.)

Le Matin says, "Mr. Snowden is more extreme than the Nationalists. If the conference fails, the Second International must be credited with unexpected prowess." Eric Nouvelle does not deny that there is something worthy of respect in Mr. Snowden's anxieties, but declares that an agreement cannot be reached by the use of language leading directly to a rupture.

#### Inaccurate Version.

Le Journal's reference to Mr. Snowden's threat to revise the international debts agreements is apparently based on the version of the passage in his speech communicated by French correspondents at the Hague, inaccurately representing him as saying that the British Government reserved the right to revise the debt, whereas what he said was, if Great Britain did not receive just satisfaction of her demand for modification of the Young Plan, she would have the moral right to revise the debt agreement.

—Reuter.

Mr. Snowden Prepared to Leave.

The Hague, Aug. 9. It is reliably learned that Mr. Snowden is prepared to leave the Hague on Monday, failing a satisfactory reply by August 10 to his demands that the British taxpayer should protest.—Reuter.

#### Australia Agrees.

Canberra, Aug. 9. Mr. Bruce stated that the British Government had consulted the Federal Government on the question of reparations, and the latter agreed with the view of Mr. Snowden that the Empire should not be asked for further sacrifices.

—Reuter.

### BRITISH FOREIGN POLICIES.

(Continued from Page 1.)

#### Rhineland Hopes.

At the Hague Conference, Mr. Henderson was seeking the total and complete evacuation of the Rhineland—a development which would create a new atmosphere in Europe and a real sense that the Great War had passed into history. As compared with evacuation the mere substitution of French for British troops in the occupied territory would be a very poor second best.

None the less Mr. Henderson had emphasised that we were under no pledge to remain if no agreement for simultaneous action could be reached.

#### Reparations Struggle.

As regards the financial questions under discussion at The Hague we had a very strong case, and our claims for adjustment were so small in proportion to the total sums at issue that he hoped a settlement would not be difficult.

He was very glad an effort was to be made by the British representatives to bring to an end the system of deliveries in kind which had had so great an effect on the mining community as a result of past policies, which he trusted would now be reversed.—British Wireless.

Three cases of typhoid fever, one British and two Chinese, were reported to the Medical Officer of Health on Thursday. One case occurred in the Victoria Registration District, one in Kowloon and one in the New Territories. One case of rabies, in a dog, was also reported from the New Territories.

## We have removed

OUR—

SHOWROOM

AND

OFFICES

TO—

24B, Des Voeux Road.

LEE YU KEE

Sanitary Engineers.

HAVE YOU PURCHASED A

TUNDICE

Ice Tank?

IF NOT, YOU MUST DO SO NOW  
IF YOU VALUE YOUR

COMFORT and PLEASURE

Stocked in 4 sizes:—

Large  
Medium  
Small  
Motor Car

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(Incorporated under the Companies' Ordinance of Hongkong.)

Prince's Building, Ice House Street.

Tel. G. 75.

"Two Lovers Move Man—  
Self-interest and Fear"

—Napoleon.

SECURE adequate life insurance now.  
Self-interest will be served because the man who carries Life Insurance gains both confidence and peace of mind. Fear will be banished through the knowledge that the future of loved ones will be secured.

Enquire to-day

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MANUFACTURERS LIFE  
INSURANCE COMPANY

HEAD OFFICE . . . TORONTO, CANADA.

Special Representative

Mr. E. J. R. MITCHELL

Agents:

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French Bank Building, Hongkong.

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Has just received a new selection of—

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SILK DRESSES

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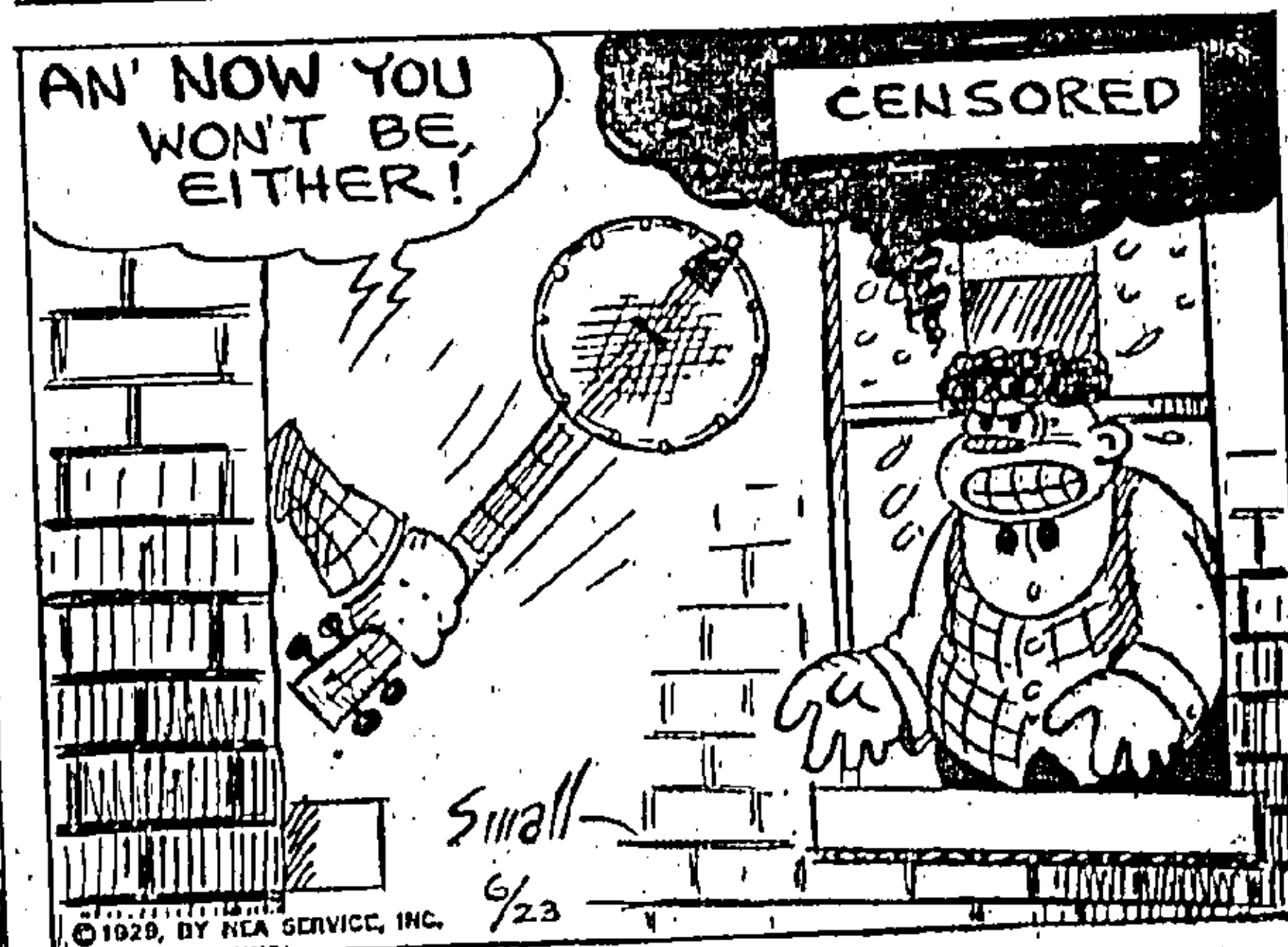
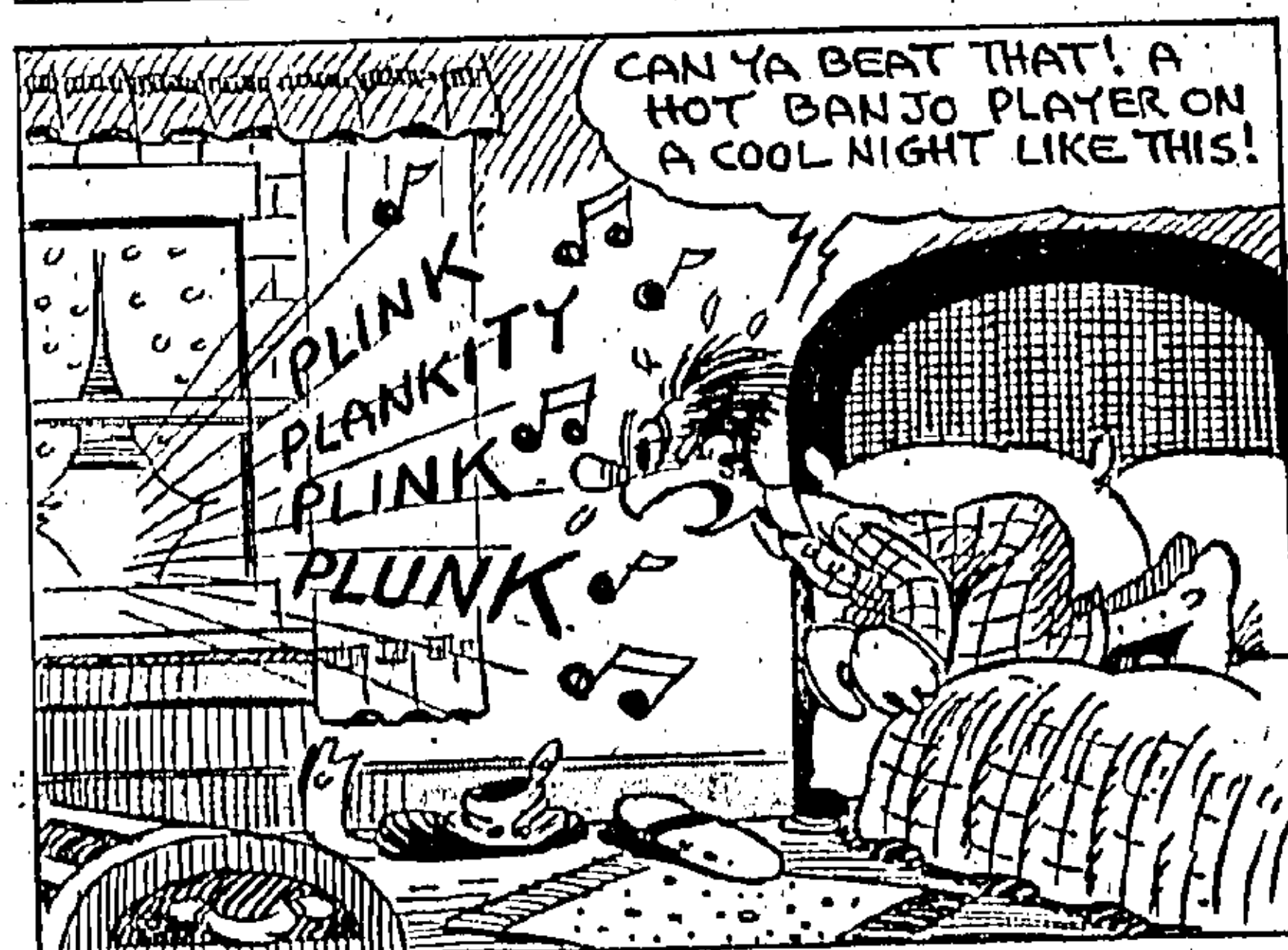
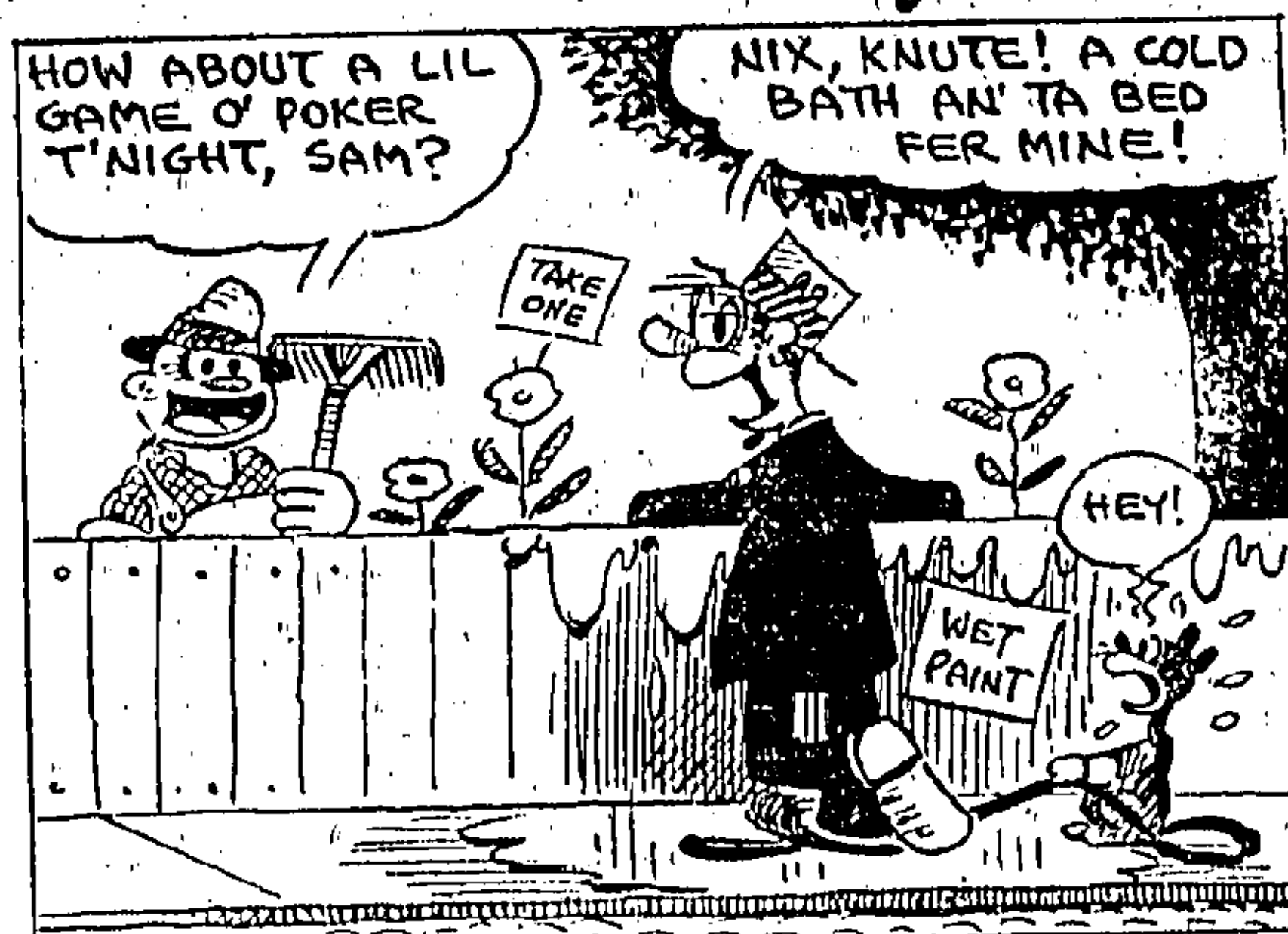








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### NEW SERIAL.

## HIGH FLIGHT.

By Ruth Dewey Groves.

### THIS HAS HAPPENED.

Jerry had decided that love is a delusion and makes up her mind to marry for money. She works in a store and denies herself petty luxuries to save for a vacation at Atlantic City. But she is attracted by the sleek of money the night before her departure. Nothing remains but to go camping with her room-mate, Myrtle, on the north shore of Long Island.

Their camp is wrecked the first evening when an airplane owned by young Alister Carstairs, who was seeking a flying lesson, crashes into it. The others escape injury, but Jerry is picked up unconscious and comes to in the arms of Dan Harvey, the pilot.

Then Alister orders Dan to go for the doctor and promises Myrtle to make good the damage to her things. Jerry is not seriously injured, but the doctor asks her to see him next day. Alister drives her to his office and then takes her to an inn for dinner, where he is amused when Jerry refuses a drink.

He introduces her to the hostess, Leontine Lebaudy, who invites them to one of her special parties. On the way home Alister invites Jerry for a moonlight sail, the purpose of which is to meet her on the beach. While she is waiting alone, Alister had gone to leave her alone. She tells him she is going sailing with Alister and wonders why he takes her to tell Alister he is "guarding camp."

### CHAPTER X.

Jerry was certain that there was an ominous tone in Dan's words—something more than merely a desire to assure Alister of her safety.

Why should Alister worry? He could bring her ashore himself. What, then, was Dan trying to convey? That she needed protection? He had made that pretty plain.

Jerry answered him with a flare of temper.

"What is there to be afraid of, Dan?"

"Well, there's . . . deep water," Dan answered slowly.

Jerry turned her back on him. "Good night," she called. "Hope you have a pleasant wait."

He had a lot of business appointing himself her personal guardian, she thought. And he wouldn't talk sense.

Deep water!

What had deep water to do with there being someone waiting for her after the sail?

And she would have to tell Alister that Dan had been there. If she didn't, Dan would. She was sure of that.

She reached the water's edge just as the small boat that had put off for her came sliding up on smooth sands. A man in a white uniform helped her aboard in a respectful silence. A last glance at the house showed Dan again on the steps, looking as immovable as the Rock of Gibraltar.

"Damn him," Jerry thought peevishly; "he's going to jam up everything."

And that was the consensus of all the opinions she formed of him during the remainder of her vacation. He was there, on the steps, when she returned from sailing—sailing on moon-washed water under white, wind-spangled sails.

She knew nothing of nautical terms and paid little attention to the man who, had gone ashore for her in the tender. It was enough for Jerry to thrill to the exhilaration of taking the wind in her face and seeming to glide over the water in a vessel without propulsion.

There had been a queer moment at the start when Alister had reversed an order given only a moment before. Jerry distinctly heard him tell the sailor to row ashore and come out again when he brought The Sprite back. Just then Alister's eyes had fallen upon the figure on the porch steps.

"Who is that?" he asked sharply, turning to Jerry.

"It's Mr. Harvey," she said. "He's taking care of the camp while Myrtle and I are away."

"Here," Alister called to the sailor who was about to shove off, "throw me the painter and come aboard."

Jerry could not understand why he changed his mind about having the man with them. Perhaps he had thought it advisable to have the camp guarded—after all, those were mostly his things in the house.

But it wasn't convincing, the idea of associating caution with Alister Carstairs. Jerry gave it up. She told herself that she would have a fine time indeed if she attempted to analyse everyone's motives.

It was difficult not to try it, however, for Dan gave her many occasions upon which to question his conduct, and Alister became something of an enigma to her before she moved back to the city.

Dan was always under foot and Jerry wondered what Alister thought of it. But she soon came to understand why he would tolerate much from Dan Harvey that he did not like. Dan, Jerry learned, was famous as a pilot. He had been engaged to teach Alister to fly. It became plain, even to Jerry, that the progress of the lessons was slow. And before long she discovered that Alister was afraid. Dan would give up the job.

This explained only Alister's attitude toward Dan, however. It did not explain Dan's attitude. Jerry realized, she knew Alister loved her.

He had told her so one night when Myrtle was out with George and she was alone with him. Dan

had been called to town on some important business, else he'd have been there, too, she was certain.

They were occupying the swinging hammock Alister had sent over from Carmoor. Myrtle and George got out of sight before Alister took Jerry in his arms and kissed her.

She lay passive and unresisting in his embrace. There was a warmth, a meaning in it that told Jerry it was a climax in their romance. He must tell her that he loved her.

He did. He poured his heart out, but it must have been a very small heart for he stopped short of saying words of any real importance to Jerry.

Love! It left her cold. There was something else he started to say but he did not get far. At the first words Jerry tore herself away from him and ran to the other end of the porch.

"Come on back," he called. "Jerry, please. I didn't mean that. I love you. Dear, you know that."

Jerry's fingers gripped the table against which she leaned, breathless and alarmed. She wished blindly, unthinkingly, that Dan Harvey had not gone to New York and left her alone.

Alister came over to her. "Jerry, don't be afraid of me," he said.

"Oh, my love," he cried and crushed her to him in an instant. "Why don't you love me, Jerry? I'm mad about you!"

Jerry tried to push him away. He would not release her. Jerry thought, frantically, that he might let her go if she returned his kisses.

She turned her face slightly, no, no, she couldn't, she didn't want to kiss him. She had thought of marrying this man and yet she could not further this aim by giving him kisses that were not inspired by affection. If she loved him . . . but she would never love anyone . . . she couldn't.

"Let me go," she sobbed. "Alister, let me go."

Perhaps he knew that conquest was remote, the knowledge may have cooled his ardour. At any rate he loosened his hold and Jerry slipped away from his arms to disappear into the house.

She came to the door a few minutes later when she heard his retreating footsteps. Now she had lost him, her golden chance had gone glimmering because she could not take the first step toward surrender.

Surely he knew that she would have yielded her kisses had she loved him. What man would want to marry a girl who resisted his caresses? She knew this much from talks with other girls—there was the kiss and then the proposal.

Myrtle found her in her cut and thought she was asleep, but Jerry lay awake far into the night thinking of the disaster that had befallen her ambition. She saw, through a vision clouded by experience, that she could not hunt out a man of wealth and parade her beauty before him as a fisherman uses his net to catch a fish.

She'd have said yes if Alister had asked her to marry him. Why, oh why, hadn't she thought before it was too late of all the things that she wanted money for?

She didn't expect Alister to return, but he did. Nothing seemed to have happened. He told her again that he loved her—told her many times, until Jerry believed it. But he said nothing more beyond that. He gave her no hint of what his love meant.

Jerry was puzzled.

And, strangely, soon after that night Dan stopped coming to the camp. Jerry was tempted more than once to ask Alister about him, but she noticed that when he spoke of Dan his expression was not pleasant.

Could they have quarrelled? Surely not over her? Why should they? Jerry was certain it couldn't be, but nevertheless she avoided further reference to the young aviator.

And she found that she missed his presence. His dark self and inscrutable silences had been too deeply imprinted in her memory for her to forget them.

But whatever emotion she felt over his absence was overshadowed by the rapidly approaching end of her vacation. She had had a glorious time. And now she must go back to her counter—a Cinderella of the laces.

There was something pleasant to think about afterward, however. Alister had made her promise not to throw him down on the night of Leontine's party.

They'd had dinner at the Rolling Stone Inn several times since that first time together, and Leontine had made Jerry feel quite at home. She had forgotten her first impression of Miss Lebaudy.

That party would be something to look forward to when ill-humoured customers tried her patience.

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C. L. G. SANDER, Manager.

Hongkong, 19th July, 1928.

When there's a married couple on a jury it must be hard to reach an agreement.

On the day Jerry and Myrtle were leaving the old house, Dan came to say goodbye. It was a Sunday and George and Myrtle had gone to store the few things Myrtle had left from the crash in a garage belonging to a friend of his.

Jerry was alone, busy with her packing. All the lovely things she had planned to wear in Atlantic City had been used now, and each brought to her mind a gay hour with Alister . . . drives, swims, teas, dinners, dances.

The sound of Dan's car driving in at the gate startled her. But she was more startled by the glad leap of her heart.

(To Be Continued.)

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## CRUISER DAMAGED.

## CORNWALL IN COLLISION OFF WOOSUNG.

Shanghai, Aug. 4.  
With several of her plates amidships badly damaged above the water line, H.M.S. Cornwall, arrived at her anchorage off the Bund yesterday morning following a collision with the Hamburg-America freighter a.s. Scher on the Woosung Flats outside the Woosung Channel. The German vessel put back to Shanghai a short time later with her bow and forepeak seriously damaged. Both vessels will be docked for repairs.

The collision occurred at 6.45 a.m. as the British cruiser was moving towards the Woosung Channel, the a.s. Scher being outward bound at the time. The force of the impact was considerably lessened by the fact that the German vessel picked up the bows of the British cruiser and the collision was unavoidable, seeing a collision before the two vessels collided. Nevertheless the bow of the Scher struck the cruiser a glancing blow amidships doing considerable damage to several of the plates above the water line, damaging the torpedo bus-ster and causing slight damage to one of the cruiser's motor shafts and the davits. The a.s. Scher sustained damage to her bow and forepeak, the port anchor being driven partly into the bow.

## Anchored During Night.

Both ships had been anchored outside Woosung during the night, Cornwall having arrived from Hankow, and the a.s. Scher being outward bound from Shanghai. Early yesterday morning the cruiser picked up her anchors and proceeded slowly towards the channel entrance. The a.s. Scher was noticed on the Woosung Flats some distance away as the cruiser got under way, and there never appeared to be any possibility of collision. There was a good deal of shipping moving around at the time, but the channel entrance was clear as Cornwall steamed in that direction.

It was found necessary, we are informed, for the cruiser to go astern in order to pass on the port side of a buoy at the entrance and the proper signal of three blasts to denote this movement was given. The a.s. Scher was then on the port side of the cruiser and had just weighed anchor with her bow towards the sea, she sounded one blast to indicate that she was proceeding to starboard, and the cruiser signalled that she was going astern.

## Wind Or Tide.

For some unknown reason both vessels gradually neared under the influence of either wind or tide. It was soon obvious that a collision was inevitable. The bow of the German vessel was turned toward the cruiser, the two vessels meeting with the freighter's bow at an angle of about 30 degrees to the cruiser's port side.

The impact occurred in the vicinity of the cruiser's torpedo tubes and the torpedo blister received most of the freighter's weight. The blow was minimized by the German captain having his engines running full astern at the moment.

Everything was carried out in an orderly manner on board the cruiser. The watertight doors were ordered closed and the lower deck was cleared. There was no necessity to order the

## MEMORIAL HOSPITAL.

## BUILDING TO BE BEGUN IN OCTOBER.

First mooted in 1921 and afterwards delayed from a variety of causes, the preliminary work to building the War Memorial Hospital on Kellat Ridge, The Peak is now proceeding apace and it is hoped to be able to start the actual building about the beginning of October next.

From the beginning of the present year workmen have been clearing the site in preparation for the building. The site, which adjoins Mount Kellat Road, has an area of 50,000 square feet and the work of clearing is not without its difficulties, a certain amount of rock having been found which has not made matters easier. After the clearance work has been finished the actual building work will be pressed on with as much haste as is consistent with the project.

It is understood that the plans, prepared by Messrs. Palmer and Turner, have been submitted to the Building Authority and there will, in all probability, be no difficulty with regard to their adoption.

A site on Stubbs' Road was first offered by the Government and work was commenced. When the levelling was finished, however, it was decided that the funds in hand were not sufficient to build as designed. Then occurred the strike of 1925 during which period the proposition was left in abeyance. Afterwards much time was spent in deliberating on sites and schemes, but at a meeting of the War Memorial Committee on July 11, 1927, the present scheme was decided upon.

men to boat stations and the officers and crew of the German vessel also displayed remarkable discipline.

## Proceeds To Shanghai.

Following the collision Cornwall proceeded to Shanghai anchoring off the Bund some short time after 11 a.m. The German vessel put about and returned to Shanghai berthing at the Old Nagao Wharf. She will in all probability be drydocked here for repairs; the full extent of the damage, however, is not yet known.

H.M.S. Cornwall was proceeding to Shanghai from Hankow when the collision occurred and was to leave for Weihaiwei within the next few days for exercises. It is believed that she will now have to proceed to Hongkong for repairs.

It is understood that Captain Leveson-Gower, commanding Cornwall, was to leave the ship at Shanghai and proceed home. It is considered most unfortunate that the accident should have occurred at this time.

The a.s. Scher is a freight vessel of the Hamburg-America Line of 8,142 tons. She is one of the old Hugo Stinnes line of freighters and has been running to the Orient for a good many years.

## WATER SUPPLY SUGGESTION.

(Continued from Page 2.)

The crux of the whole matter is:—How much filtered water will be saved, and at what cost?

These, of course, are my own personal views—and those of a layman. While this Committee can of course consider this proposed scheme, I should not care to be associated with its adoption without having first heard the considered views of technical men.

## The Official View.

Mr. Wylie added that he was almost staggered to think that a scheme of this nature could be prepared to cost three lakhs as against the cost of two million dollars given by the Government for a salt water scheme.

Mr. Wong Kwong-tin said the scheme prepared by Mr. Newhouse involved the use of 18 inch pipes whereas he proposed to use six and eight inch pipes.

Mr. Wylie said it was obvious that the scheme prepared by Mr. Newhouse was a much more elaborate one.

Mr. H. E. Goldsmith, Assistant Director of Public Works, said the Hon. Mr. Cressy was unable to be present. It had not been possible for the D. P. W. to examine Mr. Wong Kwong-tin's scheme and it was therefore impossible for him to comment on it. Mr. Goldsmith pointed out that Mr. Newhouse, in the preparation of the salt water scheme referred to, was assisted by another sound engineer.

The question of utilizing salt water had been examined by the D.P.W. but it was felt that until every other source was exhausted that a salt water scheme was not desirable. Of course a time might come when all other water resources had vanished or when it might prove more economical to use sea water. That time had not arrived and if work was carried out now it might interfere with work which would have to be carried out later if the necessity arose. The Department had examined all nullahs with the object of getting the maximum supply from this source for flushing purposes, etc. It had been realized that the utmost use had not been made of these supplies, and it was now proposed to harness them.

When the time came for a salt water scheme, full consideration would be given to that proposed by Mr. Wong Kwong-tin.

## Question of Cost.

In the discussion which followed Mr. M. K. Lo asked what would be the pressure available in the case of fire. Mr. Wong replied that it was proposed to put a reservoir 400 feet above sea level.

Mr. Lo suggested that the scheme should be referred to Mr. Newhouse and other experts.

Mr. Cock said that at the same time as Mr. Wong was working on the scheme he was working on similar lines in Kowloon. He did not get very far with the scheme but he had talked the matter over with Mr. Wong and they had agreed in principle but not in detail. He understood that at one time the Government considered putting fresh water tanks on the higher levels, and if it was practical for fresh water it was practical for salt water.

Mr. Cock said he did not think there were practical difficulties in the way of the scheme but he was inclined to think that the estimates of the cost were rather optimistic. He did not want to throw cold water on the proposal but on the point of opening up the roads he did not think the work could be done for

less than \$5 a foot. He considered that the cost of the roadwork was rather underestimated and suggested that they should have definite figures. The cost of pumps might be on the high side.

## Nullah Supplies.

There was also the question that many people had been put to considerable expense over flush systems and there was a tendency to improve the sanitary arrangements of the Colony. Then again the increasing population had always to be considered.

In reply to a question raised during the discussion on the more extensive use of nullah supplies, Mr. Goldsmith said it was proposed that the water carts should fill up direct from the nullah supplies.

Mr. Cock asked whether it was not desirable for a sample scheme to be put into operation in just one district. This could be tried for initial cost and also for maintenance cost. It seemed to him that if the committee was to recommend anything it should recommend a small portion of the scheme being tried.

Mr. Bragg said it was impossible to criticise the scheme as it was highly technical. He pointed out that on Mr. Wong's figures the amount of water used for fire fighting purposes was much higher than that given.

Mr. MacKichan felt that the estimate of the cost of the scheme was on the optimistic side. If anything was to be done it should be a comprehensive scheme throughout the Colony rather than a scheme affecting only part of the Colony. The whole question needed looking at from a very broad angle.

## Amendment Carried.

He did not think the Committee was in a position to say whether or not the scheme should go forward. If a scheme of this sort was to be put into operation then it must be one which effected a considerable saving. Mr. MacKichan added that it was a perfectly feasible scheme and congratulated Mr. Wong Kwong-tin.

The Hon. Dr. S. W. Ts'o suggested that the scheme should be considered by experts with a view to getting it thoroughly thrashed out. At the conclusion of the discussion the chairman said the original proposal was to decide whether the meeting should adopt the scheme and recommend it to the Water Emergency Committee.

He had drafted out an amendment to the effect that the meeting had considered the scheme and desired it to be referred to the technical advisers of the Public Works Department for report by them, after which the committee desired to further consider it.

Mr. Wong Kwong-tin asked who the experts were and Mr. Wylie pointed out that there was a Technical Committee of the Water Emergency Committee.

Mr. Cock suggested that all members of the committee should secure information regarding the scheme and at the next meeting they could preserve the principle of the proposal and with the additional information secured possibly amend the estimate.

Mr. M. K. Lo seconded the amendment which was carried unanimously.

The Chairman expressed thanks to Mr. Wong Kwong-tin and Mr. Butler for the trouble they had taken in the preparation of the scheme.

## WATER RETURN

## Figures of Storage and Consumption.

The monthly statement of the Water Authority of the storage of water in the Colony's reservoirs shows that in the six reservoirs on the Island there are now 1,040.40 million gallons of water as against

## FLOOD SITUATION.

## RIVERS NOW REPORTED TO BE FALLING.

Peking, Aug. 9.  
The flood situation has improved. Most of the rivers are reported to be falling.

It is hoped that the Mukden-Dairen line will reopen on Saturday, but the breaks in the Mukden-Antung and Mukden-Shanghai lines are more serious.

Near Chinchow one train is unroofed between two washouts. One foreign passenger escaped by crawling on his hands and knees along the rail track, which now forms a kind of suspension bridge across a raging torrent, which has washed out the embankment along which the line runs. He was thus able to reach Shanghai and get a train for Peking.

—Reuter.

## 1,811.46 last year.

The storage in millions and decimals of gallons is given in the following table:

	1928	1929
Tydam .....	202.56	384.80
Tydam Byewash .....	2.63	22.37
Tydam Intermediate .....	195.00	154.42
Tydam Tuk .....	1,895.00	383.00
Wongneichong .....	5.72	29.81
Pokfulum .....	11.00	66.00

Total .....

The consumption for July is given as 124.19 million gallons as against 317.06 million gallons, the estimated population being 434,280 as compared with 423,950. This shows a consumption per head per day of 9.2 gallons. In July of last year it was 24.1 gallons. There was constant supply last year from July 1 to July 11 and an intermittent supply in all other districts west of Eastern Street from the 12th to the 14th and an intermittent supply in all other districts west of Garden Road from the 15th to the 31st. This year there were severe restrictions.

The consumption figures include 2.73 million gallons from Tai-koo, 12.23 million gallons from Kowloon, 7.42 million gallons from Tsin Wan and 10.09 million gallons from steamers.

## Kowloon Figures.

Kowloon storage figures are as follows:

	1928	1929
Kowloon Reservoir .....	323.50	342.97
Shek-li-pui .....	115.42	45.55
Reception Reservoir .....	22.67	33.15

Total .....

The consumption for July was 92.29 million gallons for an estimated population of 171,160 or 17.5 gallons per head per day. In the same month of last year the consumption was 117.97 million gallons, the population 166,120 and the consumption per head per day 22.9 gallons. There was a constant supply in all districts during July 1928. The consumption figures do not include water sent to Hongkong, but do include 49 million gallons from Tsin Wan.

The rainfall up to July 30 is given as 37.08 inches as against 53.06 inches, 1928.

## Last Night's Rain.

A welcome, but unexpected, rainfall occurred last evening, a considerable amount of rain falling in Hongkong, which should have materially augmented the supplies in the reservoirs by this morning.

Shortly before dark there was a blue sky and no signs of the storm which broke about half-past eight, accompanied by considerable sheet lightning and some thunder. Apparently it was one of those local thunderstorms which occur in tropical countries, giving little warning of their approach.

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S. S.	Tons	From Hongkong (about)	Destination
KIDDERPORE	5,334	15th Aug.	Straits, Colombo & B'bay
MALWA	10,980	17th Aug.	Bombay, M'los & L'don
KASHMIR	8,985	31st Aug.	Marseilles, L'don & Hull
MOREA	10,954	14th Sept.	Bombay, M'los & L'don
MANTUA	10,946	28th Sept.	Bombay, M'los & L'don

\*Cargo only. \*Calls Cans. Blanca.  
Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

## BRITISH INDIA-APCAR SAILINGS

S. S.	Tons	From Hongkong (about)	Destination
TAKIWA	7,936	15th Aug.	S'pore, Penang & Calcutta
TALMA	10,000	31st Aug.	S'pore, Penang & Calcutta
DALQMA	5,953	4th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	5th Sept.	S'pore, Penang & Calcutta

\*Calls Rangoon.  
B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
TANDA	6,956	30th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	4th Oct.	S'pore, Penang & Calcutta
ARAFURA	6,000	1st Nov.	Sydney and Melbourne.

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The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hlobo, Cebu, Kulsambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

S. S.	Tons	From Hongkong (about)	Destination
MOREA	10,954	16th Aug.	S'hai, Moji, Kobe & Yokohama
TAKADA	6,949	18th Aug.	Amoy, Moji, Kobe & Osaka
SHEAR-MOUNT	5,953	17th Aug.	S'hai, Moji, Kobe & Yokohama
GARBETA	5,327	20th Aug.	Moji, Kobe & Osaka
KARMALA	9,128	30th Aug.	S'hai, Moji, Kobe & Yokohama

\*Cargo only.

All dates are approximate and subject to alteration without notice.

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MACKINNON, MACKENZIE & Co., Agents.

## INDO CHINA STEAM NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO VIA SWATOW & SHANGHAI	Yatsing Chakang Kwaisang Kwongseang	Sun. 11th Aug at noon. Wed. 14th Aug at noon. Sun. 18th Aug at noon. Wed. 21st Aug at noon.
TO OSAKA VIA AMOY, MOJI & KOBE	Suisang Kumsang Hosang Kutsang	Thurs. 15th Aug at noon. Fri. 23rd Aug at 7 a.m. Sat. 31st Aug at 7 a.m. Wed. 11th Sept at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Namsang Yuonsang	Satur. 10th Aug at 3 p.m. Mon. 19th Aug at 3 p.m.
TO SANDAKAN	Hinsang	Mon. 12th Aug at 3 p.m.
TO TIENTSIN VIA WEI-HAI-WEI	Chipshing Cheongshing	Fri. 23rd Aug at 10 a.m. Tuos. 3rd Sept at noon.

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"GLEN OGLE"	12th Aug.
"GLENAMOY"	4th Sept.
"GLENAPP"	2nd Oct.
"GLENSHIEL"	16th Oct.

## TO SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOCK.

Motor Vessel	Sailings.
"GLENAPP"	15th Aug.
"GLENSHIEL"	30th Aug.
"GLENLUCE"	18th Sept.
Steamship "CARNARVONSHIRE"	27th Sept.
Motor Vessel "GLENBEG"	11th Oct.

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## A BATHER'S PERIL.

## CHINESE NEARLY DROWNED LAST EVENING.

A Chinese swimmer had a narrow escape from drowning while bathing in Quarry Bay near the South China Athletic Association last night. It is understood that at about eight o'clock the electric lights on the beach and at the S.C.A.A. pavilion were out of order,

following the "thunderstorm". A number of bathers, however, continued to swim in the dark, when suddenly one of them shouted for assistance.

A number of persons jumped into the water to locate the man, but owing to the darkness it was not until after a few minutes, when others arrived with electric torches, that they were able to find him. He was taken out of the water in a semi-conscious state, but recovered after a while.

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Tenyo Maru	Wednesday, 21st Aug.
Korea Maru	Wednesday, 4th Sept.
SEATTLE, VICTORIA via Shanghai & Japan Ports	
Iyo Maru	Monday, 12th Aug.
Shizuoka Maru	Monday, 9th Sept.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez	
Fushimi Maru	Saturday, 10th Aug.
Hakozaki Maru	Saturday, 24th Aug.
SYDNEY & MELBOURNE via Manila & Ports	
Kaga Maru	Wednesday, 21st Aug.
Tango Maru	Wednesday, 25th Sept.
BOMBAY via Singapore, Panang & Colombo	
Tamba Maru	Sunday, 11th Aug.
Tokushima Maru	Wednesday, 28th Aug.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama	
Bokuyo Maru	Monday, 19th Aug.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports	
Kawachi Maru	Friday, 30th Aug.
NEW YORK, BOSTON, HAVANA via Panama	
Calcutta Maru	Saturday, 17th Aug.
Kako Maru	Tuesday, 20th Aug.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles	
Dolega Maru	Monday, 12th Aug.
CALCUTTA via Singapore, Penang & Rangoon	
Malacca Maru	Friday, 16th Aug.
Akita Maru	Thursday, 29th Aug.
SHANGHAI, KOBE & YOKOHAMA	
Matsuyama Maru	Saturday, 17th Aug.
Haruna Maru	Monday, 19th Aug.
Tango Maru (Nagasaki Direct)	Friday, 23rd Aug.

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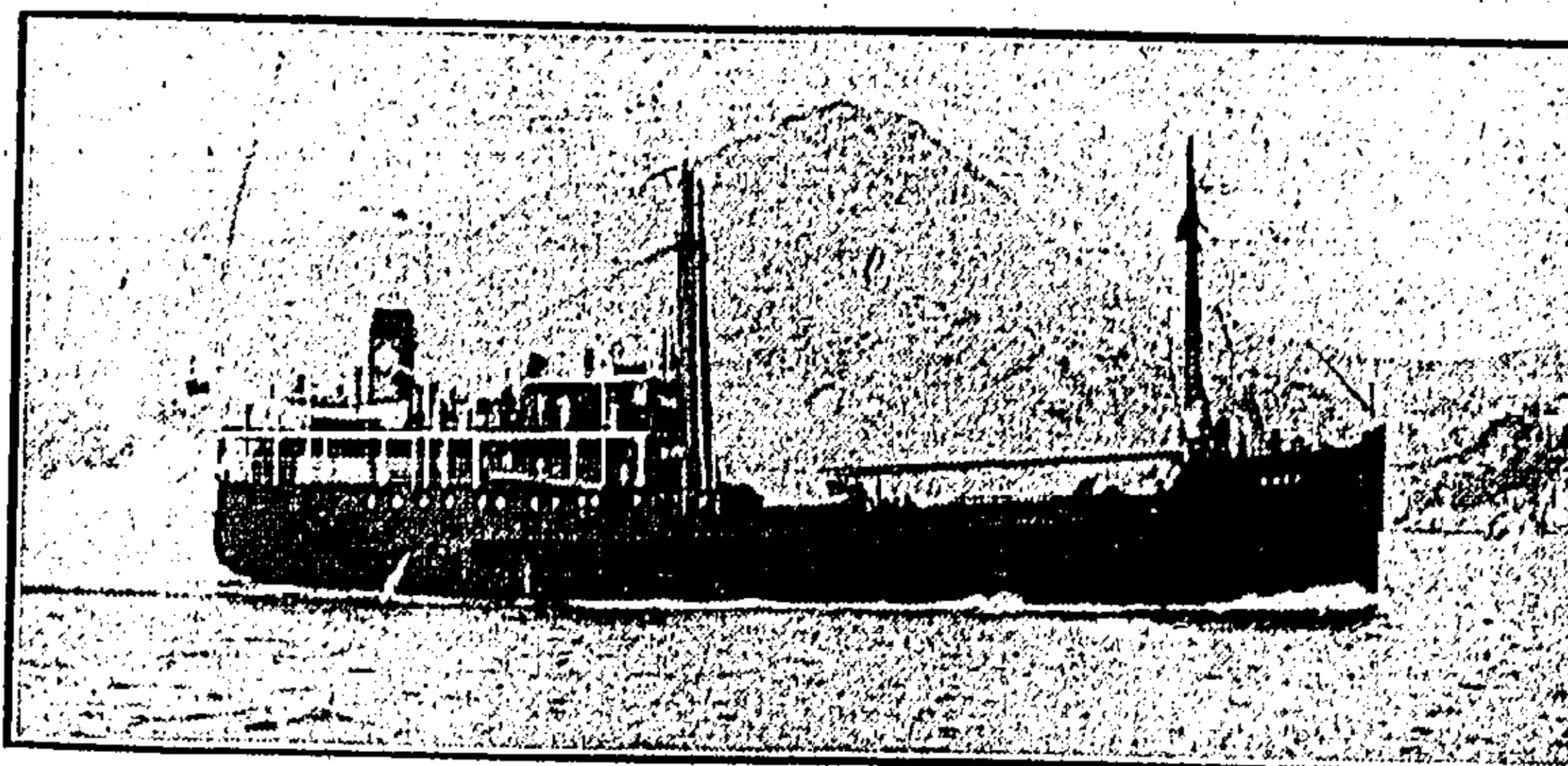
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**ATTEMPTED GAOL  
ESCAPE.**

INGENIOUS METHOD WHICH  
WAS NOT DISCLOSED.

**4-MONTHS' SENTENCE.**

When the case concerning an attempt by a prisoner to escape from Victoria Gaol came up before Mr. E. W. Hamilton at the Central Magistracy this morning for hearing, the Press were asked not to publish details revealing the method adopted in the attempt. The reason for the request was explained by the Magistrate, who said: "The gentleman concerned in the case has found a very ingenious means to escape, which, in the public interests, it is not advisable to disclose."

The man in question, Leung Wai (34), pleaded guilty to a charge of attempting to escape from the Gaol. It being then unnecessary to go into the facts of the incident, sentence was immediately passed. This was one of four months' hard labour.

A second man who was produced, Lo Tsai, aged 36, was charged with aiding and abetting the other prisoner in the attempt. He was remanded to enable the authorities to enquire further into his case.

From the little that was vouchsafed to Press representatives after the case, it appears that the method by which Lung Wai had hoped to regain his liberty was clever yet simple. Possessing the merits of simplicity, the trick escaped attention and might very well have succeeded, but for the perception of a particularly intelligent gaol officer.

The prisoner whose bid for liberty was thus shown to have been frustrated at the eleventh hour had been serving a sentence of four months' hard labour consequent on his conviction as a trafficker in contraband opium.

**BATSMEN HAVE A  
BAD TIME.**

(Continued from Page 12)

Notts went in first and were sent back for 155 (Freeman, 8 for 74). Kent made 186.

Notts fared still worse on batting again, being dismissed for 125 (Freeman, 6 for 57). Kent had a good chance of victory, but rain interrupted. Five wickets fell in obtaining 58 runs, and they were still 37 runs short of success. Barratt bowled splendidly in this innings, taking all five wickets at a cost of 23 runs.

**SUSSEX DO WELL.**  
Surrey Outplayed at Hastings. Surrey were defeated by 224 runs at Hastings, Sussex giving a splendid all-round display. The scores were: Sussex, 221 (M. J. C. Allom, 5 for 66) and 320 for seven wickets declared (Cook, 102). Surrey made 137 (Tate, 4 for 26) and 169 (Tate, 5 for 53).

**LANCASHIRE HELD.**

Interesting Game at Manchester. Lancashire won narrowly on the first innings against Middlesex, and some interesting cricket was seen. The scores were: Lancashire, 180 (A. R. Pugh, 5 for 45 and R. W. V. Robins, 5 for 44) and 143 for 8 wickets declared. Middlesex made 163 (Macdonald, 5 for 59) and in the last innings, 51 for 4.

**YORKSHIRE SETBACK.**

Leicester Maintain Splendid Form. Leicester gained first innings points at the expense of Yorkshire, giving excellent batting displays in both innings.

Going in first, Leicester made 215 (Macaulay, 5 for 65) and dismissed Yorkshire for 208. Leicester had scored 283 for 7 wickets in their second innings when play ended.

**HEAVY SCORING.**

Good Cricket at Birmingham. The highest scoring match of the series was provided by the South Africans and Warwickshire at Birmingham, the match being drawn with the scores as follows: South Africa, 263 and 335 for 7 (H. G. Owen-Smith, 120). Warwickshire batted only once and made 299, Croom contributing 109.—*Reuter.*

**NEW PROHIBITION  
ORDER.**

Washington, Aug. 9. The prohibition Commissioner, Mr. Doran, announces his intention of forbidding "dry" agents from using rifles, except in remote areas where rifles are necessary for protection.—*Reuter's American Service.*

**THE SINO-RUSSIAN  
IMBROGLIO.**

MANCHURIA LEADERS  
PREPARE.

**MARTIAL LAW DECLARED AT  
MANCHULI.**

**SOVIET MANOEUVRES.**

Shanghai, Aug. 9. The Manchurian Government is taking every precaution against a possible Soviet invasion. In addition to further troop mobilisation, Martial Law has been declared at Manchuli and at every strategic point on the Chinese Eastern Railway.

According to a cable from Harbin Chinese officials of the C.E.R. have been informed that the Russian workers, in view of the complete rupture of the Sino-Soviet negotiations, have decided to strike.

Twenty-two Russian workers were arrested this morning at Manchuli by the Chinese authorities, "who deemed it wise to adopt drastic measures to check the strike."

The detained men are alleged to be the leading agitators.

Following the breakdown of the Manchuli discussions, over 100 Russian workers and Chinese Communist railwaymen working on the C.E.R. tendered resignations to the management at Harbin.

**Outwardly Nanking Optimism.**  
Outwardly, Nanking seems unperturbed by the Manchurian developments and when approached by journalists this morning, the spokesman of the Nanking Foreign Office said that the National Government anticipated the deadlock in the negotiations, emphasising that Soviet aerial demonstrations, torturing of Chinese in Russian territory and the labour agitation are only empty threats.

The National Government is well prepared for any eventualities. The speaker said significantly that it is extremely unlikely that the National Government will make concessions to the Soviet Government, or comply with any of the Soviet demands.

**50,000 "Red" Troops.**

While it is early to fear a war, a Harbin message says that the Russians are sending 50,000 further troops to demonstrate along the Sino-Soviet frontiers.

Fourteen Russian military aeroplanes demonstrated on the Sui-fenho frontier on the morning of August 8th, and the manoeuvres were coupled with the drilling of Russian troops who marched along the Chinese frontier. It took fully an hour for the whole contingent of Russian troops to pass the district which speaks to the large number of Russian troops stationed near Sui-fenho. The planes demonstrated over the Chinese City for fully half an hour, and shortly afterwards at about eight o'clock the Russian troops fired guns into the air.

Later, it is learned from Harbin that yesterday further and more Russian aeroplanes came over to the Chinese City at the Sui-fenho to demonstrate. Much unrest prevails among the populace.

**Prisoners Released?**

Harbin, Aug. 9. The Chinese Government was officially informed by the German Consulate officials at Vladivostok that the Soviet government has consented to the release of the 236 Chinese rich merchants who were recently arrested.

The Soviet authorities, in consenting to the release of the Chinese traders made a counter-demand that the Chinese Government at Harbin should issue 140 passports for Russian merchants and labourers, who are desirous of returning to Soviet territories.

It is probable that the demands will be complied with. The release of the Chinese Consul-General at the Amur River, Mr. Li Kwok-chun, has been confirmed.

**War Clouds on the Frontier.**

Tokyo, Aug. 9. A message from Harbin says that according to a Vladivostok report received at Harbin, the Soviet Commander of the Far Eastern forces has issued "a manifesto to the Russian people" alleging Chinese stubbornness in forcing the Soviet to resort to arms, but the people need not be alarmed as the Red Guard is fully able to cope with the emergency.

While it is impossible to confirm this, a report from Manchuli asserts that war clouds are again hovering over the frontier. A brigade of Chinese troops from Hailar, with two armoured cars, have arrived at Manchuli. The same despatch states that Sino-Soviet negotiations are now deemed hopeless. The Chinese dele-

**U. S. BANK RATE  
INCREASE.**

BAD BREAK IN PRICES ON  
STOCK EXCHANGE.

**SHARES TOPPLE DOWN.**

Washington, Aug. 9. The increase announced by the New York Federal Reserve Bank in the bank rate resulted in a bad break in prices on the New York stock market.

Westinghouse Electric went down eight points on the opening quotation, while Kennecott Copper, Columbia Gramophone and United Gas Improvement all fell five points.

Declines of three points were taken by Pennsylvania and New York Central Railways.

Large blocks ranging from five to fifteen thousand shares were sold at frequent intervals during the first hour of trading.

Up to ten o'clock in the morning, 1,300,000 shares had been sold and the active issues continued to drop from anything between two and ten points.

The aggregate loss on market values is already a hundred million dollars.—*Reuter's American Service.*

New York, Aug. 10. The whirlwind break in the stock market, followed by only a feeble rally, left Wall Street seared and shaken and facing speculative losses estimated at over a thousand million dollars.—*Reuter's American Service.*

Berlin, Aug. 9. The unexpected increase in the New York bank rate has greatly disappointed the Bourse and has resulted in general weakness on the stock market.—*Reuter.*

London, Aug. 9. It is officially stated that the leading discount houses have received an intimation that, in the opinion of the Bank of England, the raising of the American Federal Reserve discount rate does not at all necessarily connote a rise in the bank rate here.—*British Wireless.*

**JUSTICES OF PEACE.**

MORE ADDITIONS TO THE  
UNOFFICIAL LIST.

The current issue of the *Government Gazette* contains a list of Justices of the Peace. In all, there are 84 Officials and 140 Unofficials. New names in the Unofficial list are the following:

Mr. A. el Arculli.  
Mr. L. C. F. Bellamy.  
Mr. P. S. Cassidy.  
Mr. C. Champkin.  
Mr. G. F. Hashim.  
Mr. J. E. Joseph.  
Mr. B. L. Lewis.  
Mr. L. N. Murphy.  
Mr. S. H. Ross.  
Mr. Tang Shiu-kin.  
Mr. A. H. White.  
Mr. B. Wylie.

**THE TYPHOON.**

A Manila warning issued at 9.55 p.m. yesterday, received in Hongkong this morning, states that the typhoon is in about 123 Long. 21 Lat., and is almost stationary.

The Observatory weather forecast up till noon to-morrow is: West and south-west winds, moderate; fine to cloudy.

**Chu Shao-yang is expected**

to return to Mukden for the purpose of consultation and to consider measures to cope with the situation.—*Reuter.*

**Japan's Attitude.**

Tokyo, Aug. 9. While press despatches from Manchuli report an increasingly threatening situation, official circles in Tokyo remain unperturbed, and are inclined to discount half the reports as fictitious and baseless rumours.

Reports of sabotage are largely discredited, as official confirmation is lacking, while reports of the breakdown of negotiations are not regarded seriously, as it is believed that the so-called negotiations are confined to informal conversations over the long distance telephone.

The Chinese are attempting to arrange the opening of negotiations, while the Soviets are maintaining the stand that it is impossible to comply unless the *status quo* is restored.

The Foreign Office appears to have anticipated that similar futile attempts to arrange formal negotiations, interspersed with occasional "alarms and excursions" will continue for some time before a *modus vivendi* is finally reached, but an armed clash is extremely unlikely.

Trojanovsky had a conversation with Baron Shidehara yesterday but the Foreign Office intimated that no significance was attached to the visit, which was apparently mainly confined to the Soviet Ambassador's explanation of the present situation.—*Reuter.*

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